VOLUME IV NUMBER 20 "The Motorcycle Enthusiasts' Weekly Newspaper" June 1, 1967

CYCLE NEWS

25¢

32 PAGES

George Tupper's Triumph and passenger blast down Irwindale's asphalt ribbon for Jr. Gas victory at 12.96 seconds and 105.62 mph.

Photo by Doyle Gray

CYCLE NEWS NEWSPAPER
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

CALENDAR of EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY 1st & 3rd SUNDAY

BEARDSLEY RACETRACK, Moto-cross, Scrambles & T.T. AMA sanctioned, Copper State Cycle Club. Located 25 miles N.W. of Phoenix, Ariz. on U.S. Hwy. 60.

EVERY TUESDAY NIGHT

SPORTSMAN SHORT TRACK, Playboys M.C. AMA sanc., pit gates open at 6 p.m. Adm. $1.50. Children eight and under free. Races start at 8 p.m. at Trojan Speedway, located corner Long Beach Frwy & Firestone Blvd.

EVERY THURSDAY NIGHT

SPORTSMAN T.T. at new Trojan Speedway, every Thurs. night from now til November. Three classes: 100cc & under; 101-200cc; Pit gate opens at 6 p.m. and closes at 7:30 p.m. Race time every Thursday night 8:15 p.m.

EVERY FRIDAY NIGHT

SHORT TRACK RACING at Vallejo Speedway's quarter-mile clay oval. AMA sanctioned, all classes 250cc and under. Practice 7 p.m., first race at 8:30 p.m.

EVERY FRIDAY NIGHT

AMA CLASS C HALF MILE, Every Friday Ascot Park 183rd and Vermont, Gardena. All professional classes; first race 8:15

EVERY SATURDAY NIGHT

SHORT TRACK RACING at Willows, Calif. AMA approved. Located at Hwy. 99E South of Chico, Calif. Racing begins at dusk.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

EVERY SUNDAY, MAY 14-JUNE 20

LIGHTWEIGHT SHORT TRACK at County Fairgrounds., Monterey, Calif. AMA sanc., For info write: R&R Racing Enterprises, 1929 Del Monte Blvd., Seaside, Calif.

YOU'LL ALWAYS SEE IT FIRST IN CYCLE NEWS

SAT. & SUN. MAY 27, 28, 1967

MCFARLAND OVERNIGHTER presented by the So. Calif. Motor Maids. AMA sanc., RRC point run. Parade, trophies, games, hayrides. Field events 50 cents entry. Camping available in Kern County Park. Dinner served to all entrants at 6 pm. Breakfast Sunday am., served to all entrants at 6 am. Mail entries to Sandy Whetnall, 15518 Crossdale, Norwalk, Calif. Deadline for mail entries is May 20th. There will be no official start. Check in at Kern County Park. Check open at 9 am, closes 5 pm. Saturday! Donation $2.50, post entries $3.50.

SUNDAY, MAY 28th.

TT SCRAMBLES DOUBLE POINT CLASSIC Atascadero Ramblers. Fairgrounds, Paso Robles. Highway 101 at Paso Robles. Covered bleachers and grandstand.

TT SCRAMBLES at Bay Mare. Small bikes at 9 am. big bikes at noon. Take Ventura Frwy to Moorpark Rd in Thousand Oaks, then north to Hwy 118 and left to Balcome Canyon Rd. for further info call 642–8458 or 642–2158 evenings!

TT SCRAMBLES at Perris, presented by Lost Angels M.C. Machines 200cc and under will use short course and will race from 8 a.m. to 10 a.m. Bikes 250cc and up use long course and race from 10 a.m. till dark. Plenty of practice for all classes. Gate opens 7 a.m. AMA sanc, Dist. 37 pts. awarded. Lots of trophies to be presented at the track after the Main Events. Sidehacks welcome. Bring your paintbucket and put your club name on a rock!

POKER RUN by Marin County M.C. Assn. Start at Hilltop Inn Restaurant in Novato. Signup 9 to 11 a.m., start at noon. AMA sanc., $1.50 ride or watch. Distance approx. 80 miles.

TT SCRAMBLES at Mesa, AMA sanction. Entry $1.50, admission $1.00. Practice 9 a.m., first race at noon. Gear tall for the 5/8 mile dirt course. Direction: Interstate 5 to Main St., Chula Vista, then 5 miles on Main to Brown Field. Follow signs to the track.

DUAL EUROPEAN SCRAMBLES, Dist. 37 pts., AMA sanc. Presented by Dusters M.C. and Antelope Ramblers M.C. Limed from 90th St. West and Rosamond Blvd. Entry fee $3.25 each event. Dual points, catering service at run. Racing begins at 9 a.m.

AFM NATIONAL ROAD RACE at Whiteman Air Park in Pacoima. All GP and production classes and sidecars. Gates open 9 a.m., tech. inspection closes 11:45 a.m. First practice at noon, with racing beginning at 1:30 p.m. Admission $2.00. Entry fee $8.00 for GP classes, $3.00 for production classes.

THIRD ANNUAL CALICO 100 MILE RACE for trail bikes. Helmets required. Race time 10 a.m. Limited to bikes 125cc and under. Location: Calico dry lake bed. Take Barstow Frwy. 10 miles past Barstow. Take Ghost town turnoff and follow lime. Entry fee $3.50.

12-MILE NAT'L CHAMPIONSHIP DIRT TRACK RACE, at Reading, Penna., Fairgrounds. Entries from AMA or sponsor Jack Vanino, 611 N. Wyomissing Ave., Wyomissing, Penna. 19610. Entries close May 7.

JACK NEWMASTER MEMORIAL, presented by Stockton M.C. Signup and practice 9–11 am., race starts noon. Riders $1.00, spectators $1.50. Six or more make a class. Location at Ingram Canyon in Vernalis. Limed from Juhction of Hwys 50 & 33 out of Tracy. For information, phone (209) 463–0550.

POKER RUN, starting at San Rafael, Calif. Presented by Marin Cty M.C. Assn. Signup 9 am, 11 am., start at noon. Distance approx. 80 miles. $1.50 a poker hand.

MOTOCROSS, sponsored by the Richmond Ramblers .AMA sanc. Signup & practice 8:30 am., first race 11 am. All classes. Qualifying heats will be run for classes with large number of riders, Class "C" traction ok, if no recent rain. $1.00 ride or watch. Event run rain or shine.

MONDAY, MAY 29th.

PROFESSIONAL SHORT TRACK, AMA sanc. at Merced Fairgrounds. Quarter-mile dirt oval. Practice 7 pm, racing at 8:15 pm. For further info call: (408) 296–7368 or 266–8806.

TUESDAY, MAY 30, 1967

31st ANNUAL MEMORIAL CLASSIC TT at Graham Speedway, Washington. Guaranteed purse of $900 or 30%. Advanced admission should push purse over $1500. Giant perpetual trophy. Located 14 miles south of Tacoma, Wash. on Hiway 161. Signup closes at noon.

SPORTSMAN SCRAMBLES presented by Eastside M.C. at Gilroy, Calif. for the benefit of handicapped children. All classes 50cc and up. Practice 9:30, start at noon. $1.50 ride or watch. Located at Hall Ranch, Uvas Dam in Gilroy.

TT SCRAMBLES at Antelope Valley Fairgrounds. Dist 37 ptsl, class "C" traction only. Folding pegs req. 50 to 100cc signup 8 am, 125 to 250cc signup closes 11:30 am. 350 to Open signup closes at 1 pm. Take Hwy. 14 to Ave "I", turn east ½ mile to Fairgrounds in Lancasterl Presented by Rams M.C. Club and Lancaster J.C.s. For further information call Dick Constable (213) 367–2897.

PONDEROSA HARE SCRAMBLES, fifteen miles east of Lancaster on Ave. "J". 10 am, start. Trophies to 40% of entry will be presented after race at 1 pm. Radio crews at all checks. No rider affiliation required. Pie plates OK. Event run rain or shine. Ambulance standby.

TACOMA MEMORIAL CLASSIC at Graham Speedway. Rider signup closes at noon, time trials and racing begins at 1 p.m. Location: 14 miles south of Tacoma, Washington on Hwy. 161. Guaranteed purse $900.00, percentage should push it over $1500.00.

JUNE 2nd, 3rd & 4th

CYCLE WORLD MOTORCYCLE SHOW in conjunction with the International Custom Car Show at the Los Angeles Sports Arena. See over 500 of the world's motorcycles and scooters plus hundreds of accessories and special equipment.

SAT. & SUN., JUNE 3 & 4, 1967

500-MILE NAT'L CHAMP. ENDURO, Oldest M.C. Run in U.S. Request mail entries from Pasadena M.C., 21 E. Howard St., Pasadena, Calif. 91103. Entries close May 20. Legal road eqpt. requested. License & muffler, exp. chamber or spark arrester mandatory. Start/finish at Gorman, overnight at Ridgecrest.

SATURDAY, JUNE 3rd

SCRAMBLES at Madera Fairgrounds. AMA sanc., Ascot-type track. Signup from 5:30 to 7 p.m. If you can't make it, call 673-3146 before 7 p.m. or mail AMA entry blank with $1.00 to Explorer Scout Post 305, 424 So. A St., Madera, Calif. Practice 6 to 7:30 p.m. Entry fee $1.00 plus admission. Kids 8 to 13 free.

ROMIN INC PRESENTS THE

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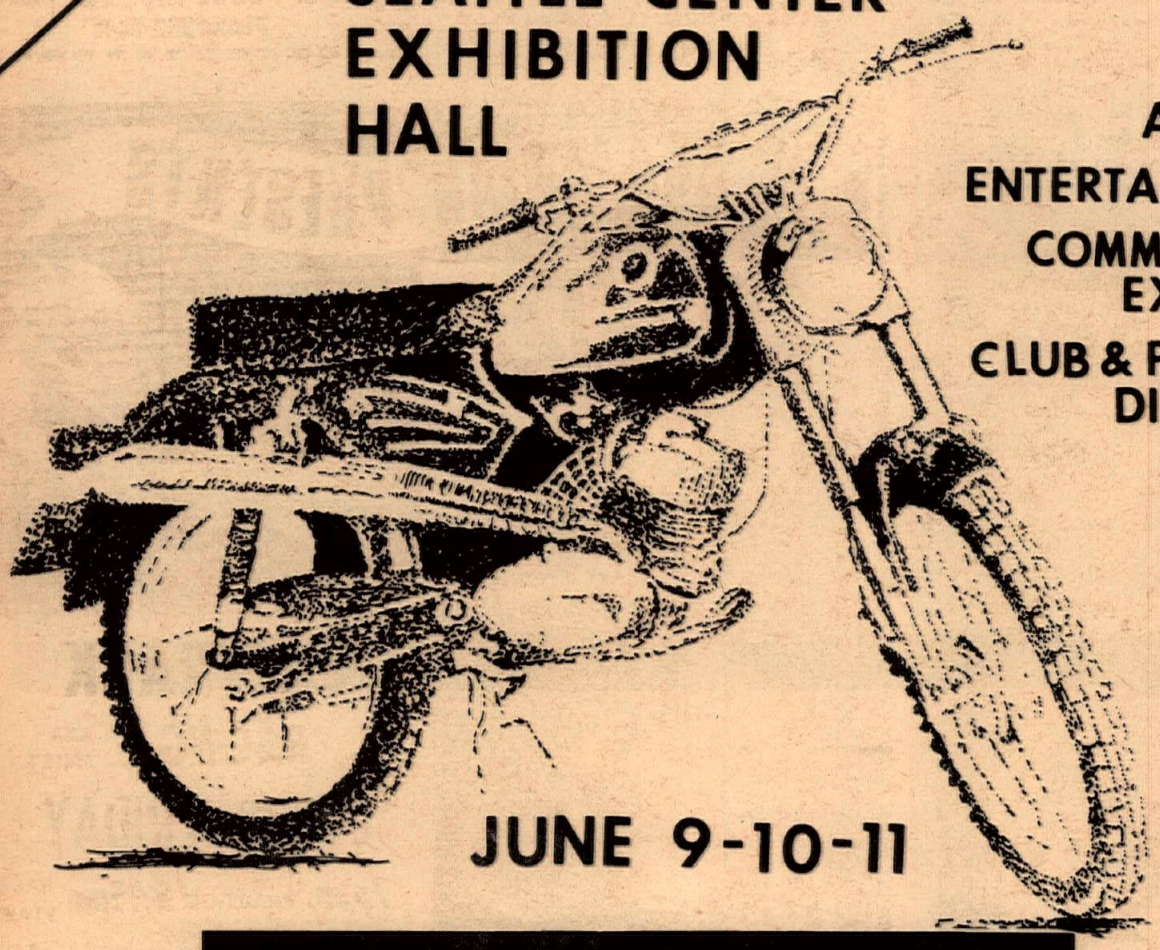

JUNE 9-10-11

SEATTLE, WASHINGTON

SUNDAY, JUNE 4th, 1967

TT STEEPLECHASE RACE, Capitol Speedway in West Sacramento. Novice, Amateur and Expert will run for 40% of the gate. AMA sanctioned. Practice at 3:30 pm, time trials at 5 pm., first race at 6 pm. Admission $2.00 for adults, $1.00 ages 12-16 & uniformed servicemen, under 12 free, free park.

TT SCRAMBLES presented at Bay Mare by Los Padras M/C Club. Small bikes at 9 am. big bikes at noon. Take Ventura Frwy to Moorpark Rd in Thousand Oaks, then north to Hwy 118 and left to Balcome Canyon Rd. For further info call 642–8458 or 642–2158 eve.

PONDEROSA HARE SCRAMBLES, Fifteen miles east of Lancaster on Ave. "J". 10 am, start. Trophies to 40% of entry will be presented after race at 1 pm. Radio crews at all checks. No rider affiliation required. Pie plates OK. Event run rain or shine. Ambulance standby.

EUROPEAN SCRAMBLES, presented by Lightweights M.C. Limitied to bikes 125cc or less - team or single entry. Signup closes at 10:30 am, two hour race from 11 am, to 1 pm. Located in Canyon Crest area, Riverside, on Central Ave. south of Riverside Frwy. For info phone 865–6489.

50-MILE CROSS COUNTRY by Los Ancianados. Limed from S. Diego Interstate 5 and Miramar Road off ramp. 11 am. start, 10 am. parade lap. AMA membership required. $2.00 entry fee.

TORTOISE & HARE TOUR, 2nd annual by Terrapins M.C., AMA sanctioned, RRA point run. Starts from Floyd Emde Co., 929 Columbia St., San Diego and from Santa Ana H-D, 501 E. 4th St. Santa Ana. Sign in 8:30-10 a.m. Mail entry fee $1.75, post $2.50. Children 12 and under $1.50. Trophies, chicken dinner, merchandise Awards. Mail address Terrapins M.C., 3211 39th St., San Diego. For info call L.A. (213) 835-0778 or S.D. (714) 281-2150.

SCRAMBLES at Lincoln, Calif. Presented by Sierra Cycle Club. AMA sanc., all classes. Signup and practice 9 to 11 a.m. Race begins at noon. Face shields or goggles required. $1.50 ride or watch. Location: 1 mile east of Lincoln, corner of Gold Hill Rd. and Hungry Hollow Rd. For info. phone: (916) 885-5491.

SCRAMBLES sponsored by South County M.C. of Gilroy. AMA sanc., no classes under 200cc. $1.00 ride or watch. Children under 12 free. Practice 9 a.m., racing begins at noon. Located at Hall Ranch on Uvas Road in Morgan Hill. For info. phone: 842-3232.

V.C. McGOWAN & C.C. ENTERPRISES
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PROFESSIONAL A.M.A. SANC.
MOTORCYCLE RACES
CAPITOL SPEEDWAY
SACRAMENTO
CLASS C T.T. RACE
GUAR. PURSE OR 40%
JUNE 4th

EUROPEAN SCRAMBLES at Deadman's Point. Three separate one hour races. 10:00 a.m. all trail bikes, 11:15 all small bikes, 12:30 big bikes. Trophies to 40% of the entries. Entry fee: $3.00, no association affiliation required. Pie plates O.K. How to get there: Turn off Hwy. 66 at Lucerne Valley cut-off, head east to the intersection of Hwy. 18 in Apple Valley, and you're there.

WEDNESDAY, JUNE 7th

OPENING NIGHT ACA SHORT TRACK at Orange County Speedway. Gate opens at 6 p.m., first event at 8 pm. Track is located off San Diego Frwy south of Tustin, across from El Toro Air Station. Classes run will be 50, 100cc and 250cc.

JUNE 9th, 10th & 11th.

1967 NORTHWEST CYCLE SHOW at Seattle Exhibition Center, Seattle, Wash. Awards, entertainment, commercial exhibits, club & private displays. Largest and only cycle show in the Northwest.

SUNDAY, JUNE 11th, 1967

15-MILE NATIONAL CHAMPIONSHIP at Louisville Downs, Ky. Practice will be held Saturday noon on and also on Sunday. Will be filmed for T.V. For additional information: J. Hutchinson BSA M.C. sales, 2752 7th St., Louisville, Ky. Phone: (502) 637-3324.

SPORTSMAN SCRAMBLES by San Rafael M.C. in San Rafael. All classes, Class "A" traction. Signup and practice 9 to 11 a.m., first race 12:30. $1.50 ride or watch. Located 2 miles north of Richmond/San Rafael Bridge. Take Francisco Blvd. cutoff, limed rest of way. For info. phone: (415) 456-0335.

75-MILE LOS PADRES ENDURO for Trail Bikes, sponsored by Valley Trail Riders Ass. Location: Frazier Park, 55 mi. north of L.A. on Hwy. 99. Entry $2.00, post entry $3.00; send to VTRA, 24601 Arch St., Newhall, Calif. For info. phone: (805) 259-5350. Start of event: 10:00 a.m. Spark arrestors license plates required.

TT SCRAMBLES at Bay Mare. Small bikes at 9:00 a.m., big bikes at noon. Take Ventura Fwy. to Moorpark Rd in Thousand Oaks, then north to Hwy. 118 and left to Balcome Canyon Rd. For further info call 642-8458 or 642-2158 evenings.

SUPER-EUROPEAN SCRAMBLES by So. Cal. M.C. Trail bikes run one hour. Separate course for Novices. Start: 8:00 a.m. all trail bikes; lightweight and big bike run 9:15 a.m. (Novices), 10:30 a.m. (Amateurs) and 11:45 a.m. (Experts). Limed from Hi-Vista store. Entry fee $3.25.

SAT. & SUN. JUNE 10 & 11

HIGH SIERRA TOUR, presented by the Ace of Clubs, Los Angeles. No official start, finish at Lone Pine, Calif. 10 p.m., Friday June 9. Deadline 1 p.m. Saturday. Giant parade, field events, barbecue and Saturday night dance. Mail $2.50 entry fee to: 11402 Ragus St., La Puente, Calif. For info call 330-5042 or 442-4791.

SUNDAY, JUNE 18th.

TT STEEPLECHASE RACE, Capitol Speedway in West Sacramento. Novice, Amateur and Expert will run for 40% of the gate. AMA sanctioned. Practice at 3:30 pm, time trials at 5 pm., first race at 6 pm. Admission $2.00 for adults, $1.00 ages 12-16 & uniformed servicemen, under 12 free, free park.

SPORTSMAN ROAD RACES at Carlsbad Raceway. Sponsored by the Playboys M.C. Races for all classes of Grand Prix machines plus a production class for street lightweight. Pit gate opens at 9 a.m., closes at 11:30 a.m. Race time 1:30 p.m.

TUESDAY, JULY 4th

OLD FASHIONED HILL CLIMB presented by Veterans of Foreign Wars. Located at Irvine Ranch property in Orange County. For details contact Fred Devenney at 536-0353 or 545-7985.

AUGUST 5th and 6th

1st ANNUAL SIERRA TOUR, presented by East Bay Wheels. For information write East Bay Wheels, 2754 Park View Terrace, Oakland, California, 94610.

SCHEDULE OF EVENTS FOR INDIANA, KENTUCKY, TENNESSEE

May 21	Sportsman Ltwt. Road Race	Morganfield, Kentucky
May 28	½ mile,	Princeton, Indiana
May 28	T.T.,	Mt. Meridan, Indiana
June 3	T.T.	Leesburg, Indiana
June 3	Short Track (nite)	Ridgetop, Tenn.
June 11	½ mile	Shelbyville, Indiana
July 1	Short Track (nite)	Ridgetop, Tenn.
July 2	½ mile Indiana State Champ.,	Princeton, Indiana
July 2	T.T.	Wabash, Indiana
July 4	½ mile	Rockport, Indiana
July 22	½ mile (nite)	Converse, Indiana
Aug. 6	T.T.	Wabash, Indiana
Aug. 20	½ mile	Converse, Indiana
Sept. 3	T.T. Ind. State Champ.	Logansport, Indiana
Sept. 24	T.T.	Mt. Meridan, Indiana
Oct. 8	T.T.	Mt. Meridan, Indiana

FOUR DOWN AND A SEASON TO GO

A king-sized entry list of 150 will convene at Ascot Park Friday night for the fifth flat-track meet of the season.

First race on the 18-event speed menu begins at 8:15 p.m.

Contention appears to run deeper than in recent years and so far during the 1967 campaign no rider has been able to win more than one Main Event.

That, of course, includes the great Sammy Tanner, four-time Pacific Coast champion. Tanner won the opener but hasn't been able to find his way into the winner's circle since.

Mel Lacher, Ralph White, Al Gunter, Dan Haaby, Chuck Jones, Elliott Schultz and Mert Lawwill are others who figure to have a shot at first prize.

Torrid competition has been developing in the Amateur and Novice ranks, too, as the 1967 season promises to be one of the finest in Southland annals.

The Ram's M/C and Lancaster J.C.'s present for the Benefit of Father Garret's Boy's Ranch and the Desert Haven For Retarded Children funds.
T.T. SCRAMBLES - MAY 30th
District 37 points – Class "C" traction only folding pegs required. Sign up 8 a.m. Closes Noon.
ANTELOPE VALLEY FAIRGRONDS - LANCASTER
SIDE HACKS — WELCOME — SIDE HACKS
For further information call Dick Constable 213–367–2897.

THE FLAGMAN

THE FLAGMAN is usually a volunteer, yet his job is vitally important to the conduct of any motor-race, either car or cycle. This job is only for men with a high sense of responsibility and cool heads. Here are a few rules that, if followed, may prevent a serious pileup:

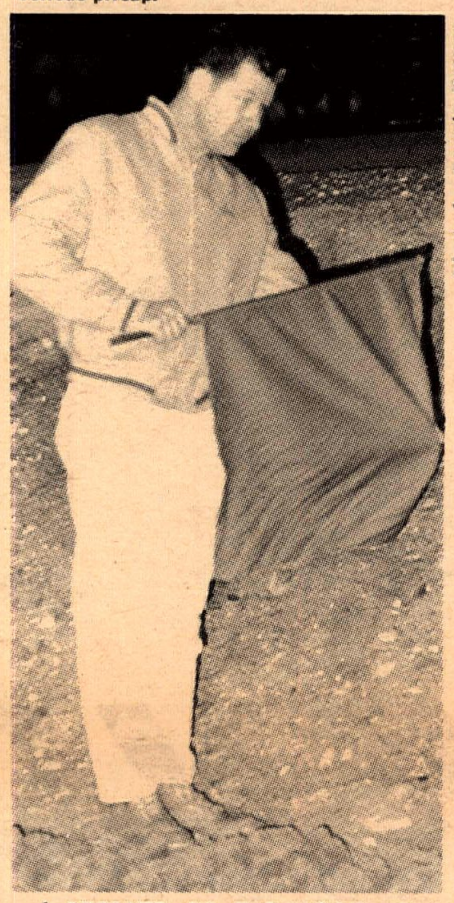

Photo by Dennis Greene

1. OPERATE ON THE INSIDE OF A CURVE, NEVER ON THE OUTSIDE.
2. Keep your flag concealed by your leg or body. Never point with it. Don't let it flutter.
3. STAY IN PLACE. The riders or drivers expect you to be in the same place lap after lap. They often slow down, accelerate or change gears at your flag station.
4. KEEP YOUR HEAD MOVING. Watch traffic coming and going. Never fix your attention on one point for more than a second or two at a time.
5. When an obstruction occurs near your station, run immediately against traffic, working your flag to warn oncoming drivers or riders so they have time to slow down or take avoiding action.
6. DO NOT WATCH THE RESULTS OF A CRASH. Your duty is to prevent oncoming vehicles from crashing into that obstruction. Leave rescue efforts to others. Your job is to PREVENT ACCIDENTS.
7. If the track is only partially blocked, work your flag with one hand and made either a "Come here" or "Go away" motion with your free hand. Riders or drivers will interpret "Come here" to mean they can pass on your side and "Go away" to pass on the far side. Be sure that you understand these signals before you use them. Ask the Chief Flagman or Referee.
8. Make all signals SIMPLE, CLEAR and EASY TO UNDERSTAND by speeding men. Avoid all complicated or confusing signals.
9. NEVER LEAVE YOUR POST during a race meet until you are relieved by the Chief Flagman.
10. PROTECT YOURSELF AT ALL TIMES. Flagmen almost never get hurt at a race meet, but if a cycle should go out of control and run you down, your only escape is to jump into the air at impact, hoping to get only a mild bump instead of being mowed down.

FINALLY – Remember that if you leave your post or permit your attention to wander, men may be crippled or killed because of it. Keep faith with them.

Prepared by the American Motorcycle Association Worthington, Ohio

TELL THEM YOU SAW IT IN CYCLE NEWS

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RACING AMA SANCT.
EVERY FRIDAY
7p.m. PRACTICE 8:15pm RACES START
★ ★ ★ ★ ★
At Ascot Park 183rd & Vermont — Off Harbor Freeway

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Phone: 423-0431
(Area Code 213)
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"THE VOICE OF CALIFORNIA"
Publisher.....Chuck Clayton
Business Manager....Sharon Clayton
Circulation Manager.Gaye Thomason
Editor.....Rudi Hartmut
Associate Editor.....Carol Sims
Advertising Manager.....Jack Dair
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Ad & Edit. Asst.....Robert Bradford
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Published weekly except the first and last week of the calendar year by C&S Publishing Company, Post Office Box 498, Long Beach, Calif.

Please allow three weeks for address change.
Second Class Postage paid at Long Beach, Calif.
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Single copy price . . . . . 25¢
Subscriptions: One year 2nd class mail $7.50
Advertising rates will be sent on request.

TACOMA RACES CELEBRATE MEMORIAL DAY

Tuesday, May 30, will feature the 31st annual running of the Tacoma, Washington Memorial Day Classic TT. Such recognized champions as Sonny Burres, Glen Adams, Northwest #1 Emil Ahola and Dusty Coppage will be on hand to thrill the thousands in the big bike chase. All eyes will be on 18-year-old Mark Williams in the Amateur class. Mark set fast time ahead of the nation's best Experts at the recent Boise Championship TT. Don McCloud, the Harley-riding Amateur point leader for the Nation in 1966, who hails from Tacoma, is also expected to be on hand.

Voices

Dear Mr. Clayton:

Enjoy Cycle News very much. That was an interesting account of your trip across the south and up the east coast.

Have a son graduating from high school next year (68) and we've been thinking about the possibility of making a motorcycle camping trip through Europe the summer of 68.

Do you have any good poop or comments on such an enterprise? Am particularly interested in the possiblity of finding a group (Atlantic travel). Due to the difference in travel rates; haven't had any good preliminary indications from local travel agents around here. Know this is early but wanted some ideas for advance planning.

Thanks for anything you can send me on this.

Sincerely,
THOMAS P. CODY
Bellevue, Nebraska

("Yes. Forget Europe. If you want to really have fun on a camping trip with your son, go to Mexico, Canada or the U.S.A. Tie on your gear with elastic bands and if you plan to do much road riding I recommend a windshield.")

Dear Sirs:

I would like the complete list of the national numbers. That is if it is possible, I would sure appreciate it.

Thank you.

TIM NAVARRO
San Jose

(See page 21)

HIGH COST OF SOUTH GATE RACING CONDEMNED

I'm new in this district and having read in your paper about A.M.A.—sanctioned sportsman short track racing at Trojan speedway, I thought it would be fun, so I took off for South Gate last Tues. May 16th. (I should have remembered that Trojan Enterprises were the ones who reamed you out of $5.00 a head just to ride practice at the Long Beach short track.)

After asking directions twice at the "corner of the Long Beach Freeway and Firestone Blvd.", we finally found the track, up a dead-end street, behind a factory.

At the sign-up window the man said I had to buy a number to ride, because out of district numbers were no good. This was fine with me, the District 37 Sports Committee needs the money anyway. Then the man said that this wasn't a district number, it is good only at Trojan Speedway. The numbers cost $6.00. I told him I'd paint my own. No, you can't do that, you have to buy Trojan Enterprises number plates ... IS THE $6.00 A RIDER REGISTRATION FEE, OR THE COST OF FORCED PURCHASE OF THEIR NUMBER PLATES? Does the District 37 Sports Committee benefit at all, or does the entire $6.00 go into the pockets of Trojan Enterprises?

At the next window I showed the woman my receipt for my assigned number. She says it will cost another $3.50 each, to sign up. ARE THEY KIDDING ME? Don't they know that you can ride at Ascot for only $2.50? Maybe track conditioning at South Gate costs more than Ascot????

For A.M.A. sportsman short-track "1967 Rules for Competition Manual" Article 19, Section 7 says "There can be no entry fee charged for short-track". Article 19, Section 9 says "In all types of competition where an entry fee is charged the maximum shall be $2.00". I am willing to pay two bucks to ride. Where do these promoters get off charging an entry fee of $3.50???

Article 3, Section 11 says "The A.M.A. reserves the right to refuse sanction to any promoter who has in the past conducted events of questionable character." I QUESTION THE CHARACTER OF ANY PROMOTER WHO, UNDER AN A.M.A. SANCTION, CHARGES YOU $6.00 FOR HIS NUMBER PLATES AND WHO CHARGES 75% OVER THE MAXIMUM ALLOWABLE ENTRY FEE FOR AN EVENT, **FOR WHICH AN ENTRY FEE CAN'T BE CHARGED IN THE FIRST PLACE.** Article 19, Section 7.

What is the District 37 Sports Committee's position on this? Will they back the promoter or the independent rider? What are the feelings of other riders in this situation? I've seen both the Bakersfield Sprockets and the Atascadero Ramblers give better fifth place trophies than Trojan Enterprises gives for second place, and they only charge $2.25 to ride.

It was a fun ride at South Gate. I'd like to ride again, but $9.50 to ride the first night and $3.50 every other time is too much for me. Maybe I should go down next week just to pick up my number plates, you can always repaint them and use them at more than one track.

WHAT A BUMMER!!!!!!

JEFFREY J. NOLKE
Canoga Park

CURTAIL CHEATING

The Desert Creepers M.C. have fined member 106x G. Gerlich $25.00 for being disqualified at the Foothill Hawks Hare Scrambles. The fine will be donated to the City of Hope. How about other clubs following suit? Lets stop cheating in the desert.

NORMAN SMITH
Pres. Desert Creepers

WOULD YOU BELIEVE?

...That Dick (National 2) Mann is going East to help make the Yankee American-built motorcycle world beater a reality.

* * * * * * * * * * * * * * * * * *

...That if you need a feeler gauge and don't have one, a pull-off tab from a beer can is exactly .015".

* * * * * * * * * * * * * * * * * *

...That there are now 15 monthly motorcycle publications, and still only one weekly.

* * * * * * * * * * * * * * * * * *

...That Bay Mare Race Park management will soon be hosting a motorhillclimb up one of those ultra challenging slopes around the basin.

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...That a prominent society editor in Northern Calif. would rather write articles for Cycle News than cover the biggest bash in town?

* * * * * * * * * * * * * * * * * *

...That a prominent publisher in the Canoga Park area had his 250 blown off by a 100cc trail bike?

* * * * * * * * * * * * * * * * * * * *

...There's a rumor going around that entries in the scrambles part of the Berkeley (Calif.) Spring Marine Festival May 20-21 will be required to have 8" lace-up sandals. Also, that all motorcycles will be required to have special guards to keep hair out of the sprockets.

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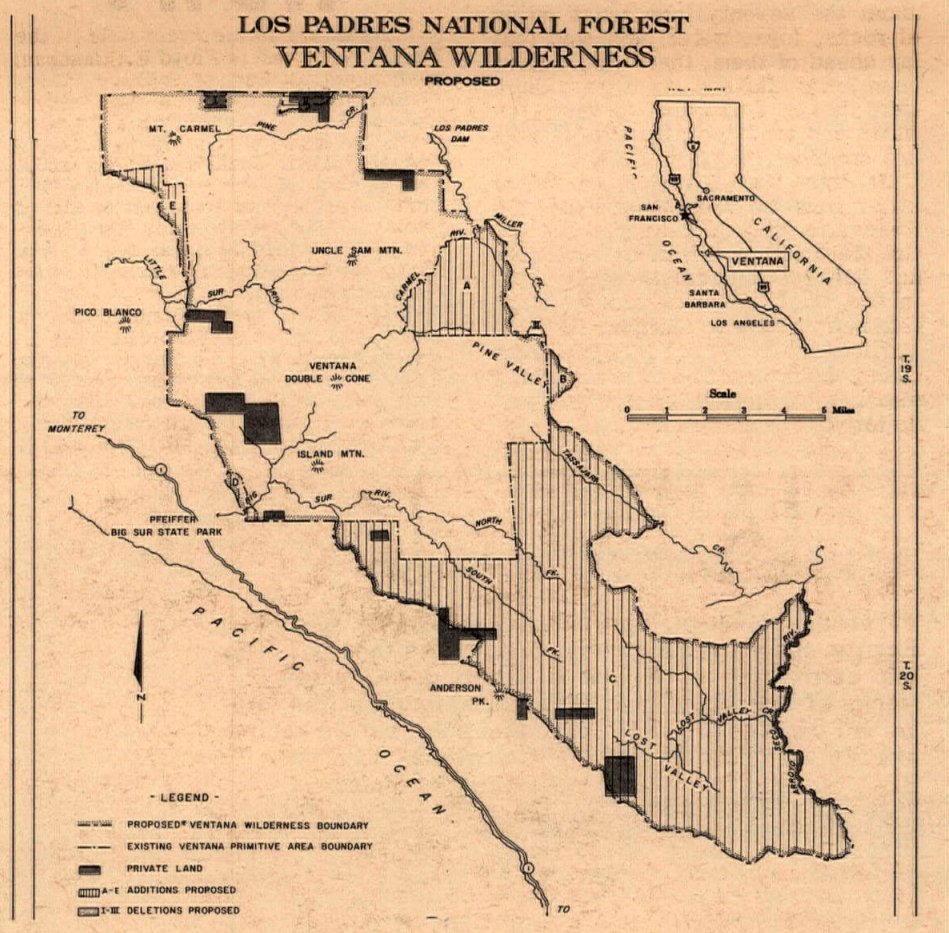
PROPOSE TO CLOSE MORE FOREST



The U.S. Forest Service recommends that 94,728 more acres of California woods be closed to motor vehicles. The area is approximately 24 miles long and 8 miles wide. It contains a large portion of the Santa Lucia Mountain Range and is entirely within Monterey County and the Los Padres National Forest.

Popularity of the area in question is admitted by the Forest Service. Because of its low elevation it is a favorite of outdoorsmen during spring and winter months when higher lands are closed by snow. Much of it is closed in the summer months because of fire hazards.

The Forest Service, presumably at at the behest of the Sierra Club, wishes to have the area declared a "Wilderness" in order to ban motor travel in its boundaries. California now has over 1,250,000 acres of wilderness area, open to hikers and horseback riders, but not trailbike riders.

A public hearing will be held at 9 a.m., June 7, 1967 in the Board of Supervisors Chambers, Monterey County Court House, Alisal and Church Streets, Salinas, California. All those interested in this Wilderness proposal are invited to express their views at this scheduled hearing. Persons wishing to submit written statements can do so before July 7, 1967. Written statements or questions about the proposal, should be addressed to one of the following:

Forest Supervisor
Los Padres National Forest
Federal Building
Santa Barbara, California 93101

Regional Forester
U.S. Forest Service
630 Sansome Street
San Francisco, California 94111

Written statements received prior to July 7 will be made part of the hearing record.

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RIDER DEFICIT SPOILS FIRST WILLOWS RACE

Story & Photos by Carolyn Richards

Mother's Day was hot as only a late spring North Valley day can be. The sun beat down on Willows MC's new oval as a disappointing 19 riders (most of them on 100cc machines) showed up for a flat tracking event.

Club members announced they had only been able to reach the track and work on it for the past 10 days or so. Seems the unseasonable rains slowed the club's workers down.

When events got started on the brand new track, located in the middle of a hay field, there were two heats and a semi in the 100cc class, which had 13 riders. First three in each event went to the Main. The other six riders rode in three races for moto-cross scores.

Winners of the 100cc class were Francis Ladra of Gridley, Dennis Mayhew of Willows and Gene Frieze of Oroville, first through third respectively. All three were riding Honda S-90s.

Bob Vaughan of Oroville, riding a 250cc Honda took first place in the other class. Riding a close second was Ted Bare of Red Bluff, who was on a Honda 160cc, while third place went to Ducati-mounted Dan Drake of Chico.

Those in the 100cc class who didn't make the Main rode in a consolation race, which was handily won by Tom Bruckenstein of Chico and his Hodaka.

Willows MC plans another race on May 28, and all members are hoping for a larger turnout of riders.

Photo by Jay E. Richards

One for the money, two for the show, find your motorcycle and let's go! Ted Bare, amateur rider from Red Bluff, tries to get back to his Honda after falling while in front of the pack at Willows MC Flattrack event.

COUNTRY CHAMPS

by Pat Rogers

One hundred and forty riders faced the starter's gun at 10 a.m. waiting nervously for the start of the Idaho State Cross Country Championship, May 14, 1967. If the riders had known about the seventy long rough miles of rocks, logs, water, and mud that lay ahead of them, there would have been fewer starters. As it was, there were fewer finishers because the water and mud took its toll of man and machine.

It was Ken Habeck, the giant killer from Seattle, aboard the 250 Husqvarna who outdistanced the entire field and won first overall. Ken has only lost one cross-country race in two years and that was when he finished second to Torsten Hallman at Kiona on November 15, 1966. Ken is a school teacher and is a winning example of what the good life will do for you.

WHERE ARE THEY NOW?

Outstanding in the cycle field in the Pacific Northwest is Floyd E. Stranahan, best known as Bud, of Spokane, Wash.

Bud literally grew up with motorcycles. His family lived near the shop so he had ample opportunity to learn all that his father could teach him about motorcycles. He started riding a motorcycle when he was about ten or eleven years old. The private roads through the orchards provided an ideal place for a young boy to learn to ride without interference from traffic.

Bud served with General Patton's Third Army during World War II. When he returned home from the War, his father took him in partnership in the motorcycle shop in Lewiston. To accommodate the increased business which followed the War they replaced the old shop with a cement-block building having large display windows. After the orchard business declined, Bud and his father bulldozed out a section of the orchard and made a race track behind the shop. They conducted many activities in connection with the business which included sponsoring the Lewis and Clark Motorcycle Club, and organizing Gypsy Trail Rides in which they took groups of cyclists to Yellowstone National Park, Grand Coulee Dam and other points of interest in this area.

In 1952 Bud moved to Spokane where he became part-owner of the Brush Cycle Co. until 1962, when he went on the road as a factory representative selling motorcycle parts and accessories. Later he established his own business, the Stranahan Distributing Co. One of the advantages of the wholesale business which Bud enjoys is the ability to combine selling trips with out of town motorcycle events.

When asked about awards won in competition, Bud did admit to a few including second place in the Amateur National Championship Hill Climb at Dubuque, Iowa, and a third place at Red Wing, Minnesota. In a hill climb event in Pocatello, Idaho he won first place after which they named the hill for him. There were more but he is the modest type. It was apparent that he has a great deal of enthusiasm for competition riding.

Bud has had only one accident. In 1955 he was crossing an intersection in downtown Spokane, and was hit by a car whose driver was unable to stop for a red light because his brakes failed. Bud's left leg was broken in several places and for the next five years he was in and out of the hospital for surgery to repair the damage. Although he now walks with a limp, he still rides a motorcycle. The accident did, however cause him to give up riding in competition and now he announces many of the competitive events, and finds this also very satisfying.

His daughter Denise is one of her father's greatest fans, and a budding motorcycle enthusiast. At present she is limited to riding behind her father on his motorcycle. She did not say so, but it was easy to see that she is anxious for the day to come when she can have a motorcycle of her own.

THE MOTORCYCLE SPROUTED

The history behind the Kawasaki Motorcycle is perhaps the strongest reason for its extreme popularity, both in Japan and around the world. It's a history that began in 1878 when S. Kawasaki established the Kawasaki Dockyard in Tokyo.

From dockyard, Kawasaki branched out into rolling stock, steel production, electric manufacturing and aircraft. Today, the Kawasaki group comprises seven companies with 25 manufacturing plants, representing an industrial complex that is one of the most important economic bulwarks of Japan, with gross revenues of 242 million.

The Kawasaki motorcycles are part of Kawasaki Aircraft Company, Ltd., one of Japan's leading aircraft companies between World War I and II. Kawasaki Aircraft Company, Ltd., built the Army's first all-metal bomber and contributed to the production of the famed Zero Fighters during World War II. In the critical post war period, the company produced "just about everything" in order to survive, and since 1954 reactivated aircraft manufacturer ... producing the T-33 trainer, first jet ever built in Japan. They also produce F-104's, the Boeing Vertol 2, transport planes and a full line of cycles ranging from 85 to 650cc displacement.

Performance & Precision

Here in the United States these High performance motorcycles are popular because of this background of aircraft precision and exacting standards. The American distributing company is American Kawasaki Motorcycle Corp., a wholly-owned subsidiary of Kawasaki Aircraft Company, Ltd., which began importing these high-quality, two-stroke and four-stroke cycles in 1964. Early in 1967 plans were unfolded to market the full line extensively in North America through a network of independent distributors.

Variety

The models now available include two trail bikes, four production street models, a street/trail bike and a racing model that has been highly successful in its initial track appearances. Engine sizes run the full range from 85cc to 650cc piston displacements. Six more models, including three types of street scramblers, are scheduled for U.S. introduction during 1967. The racing model which is capturing enthusiasts attention in America is the 250cc (A1R) "Samurai", which has scored victories in the first two national American Cycle Association races in which it appeared.

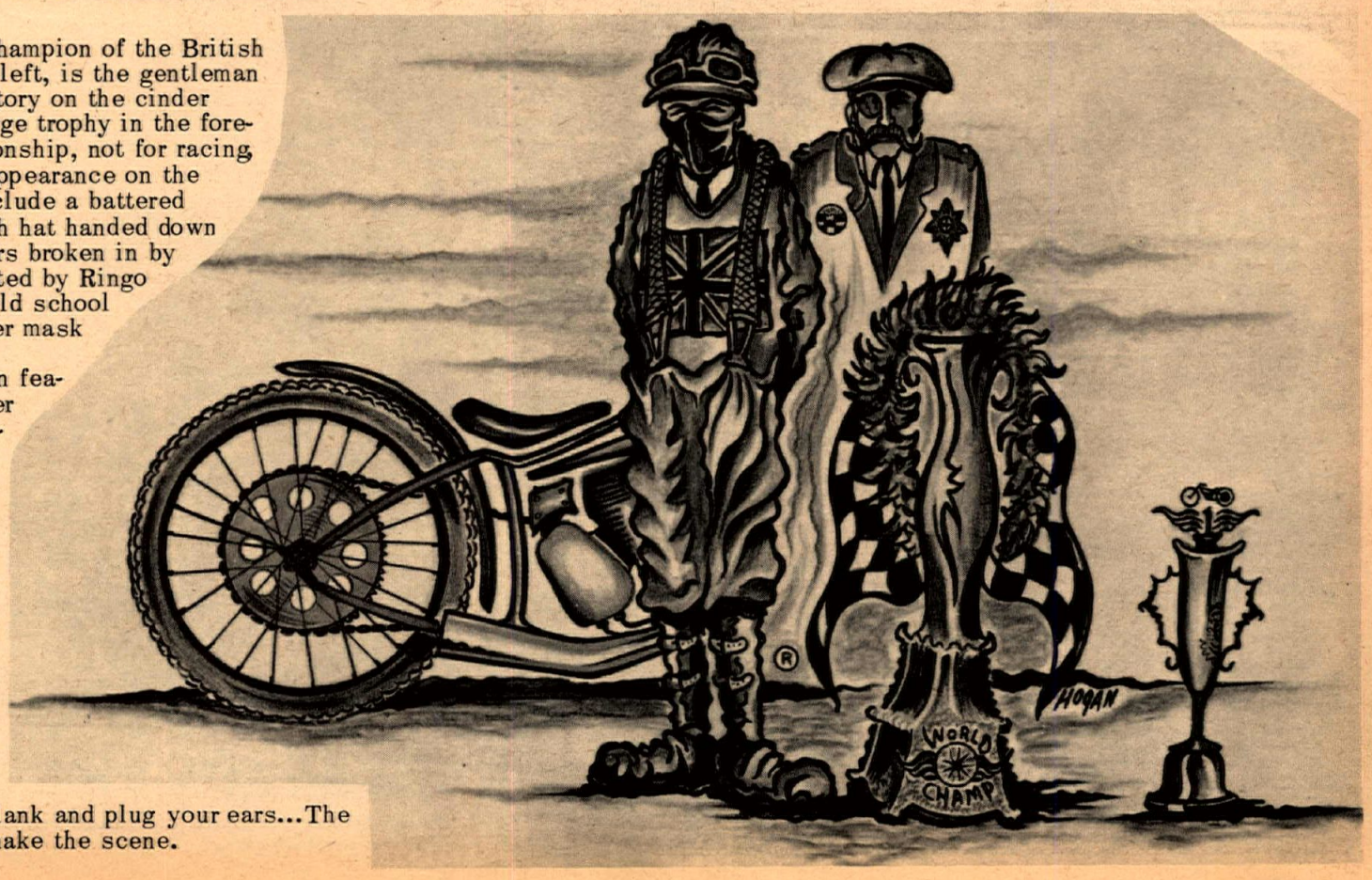
Bright Future

The line features engineering design advances, including higher horsepower output per cubic centimeter displacement, rotary valves and high-quality control due to the production methods used by Kawasaki Aircraft Company, Ltd. The future for Kawasaki in America looks very bright indeed. No other motorcycle in the world is built by an aircraft company and few are manufactured with the precision, engineering and technical excellence evident in every nut, bolt and piston. So if you want to "fly high" in trials or over trails ... fly the 2-stroke from Kawasaki.

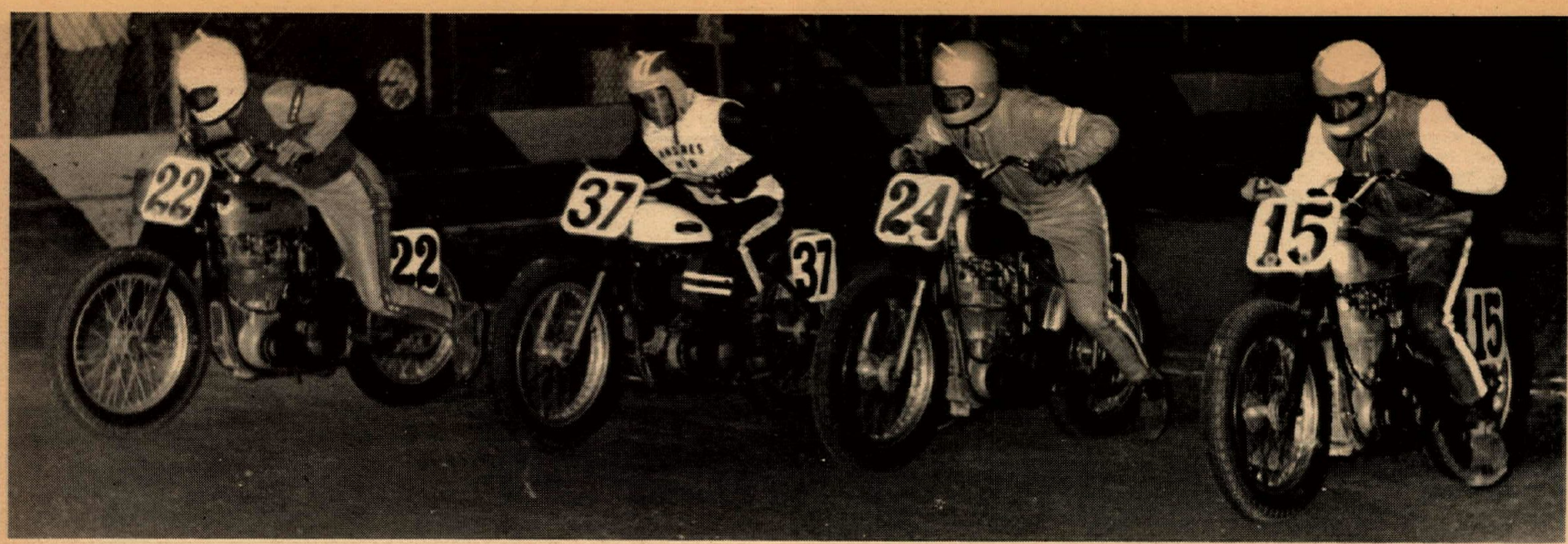
LATEST COVERAGE FROM CYCLE SLIDEWAY

This week, meet the Speedway Champion of the British Empire. Sir Squyer Rummchappe, left, is the gentleman who carried the union jack to victory on the cinder tracks of his native land. The large trophy in the foreground denotes his world championship, not for racing exactly, but for giving the best appearance on the BBC. Sir Squyer's racing togs include a battered Cromwell Cardboard Special crash hat handed down from Geoff Duke, oversize leathers broken in by Jeff Smith and buckle boots donated by Ringo Starr. Sir Squyer also wears the old school tie (Cambridge, '35). and a leather mask to fake out his creditors.

The Britisher's two-wheel weapon features a long stroke single cylinder engine and a top-secret front suspension (rigid). The chap next to Rummchappe is Ambros Biddle-Snotworthy, the chief engineer (mechanic) of the British boxes (pits). Mr. Biddle-Snotworthy (known as old B-S to his friends, both of them) has an extremely tough job keeping the bike running to Sir Squyer's satisfaction since they have never spoken to each other. You see, they have not yet been properly introduced.



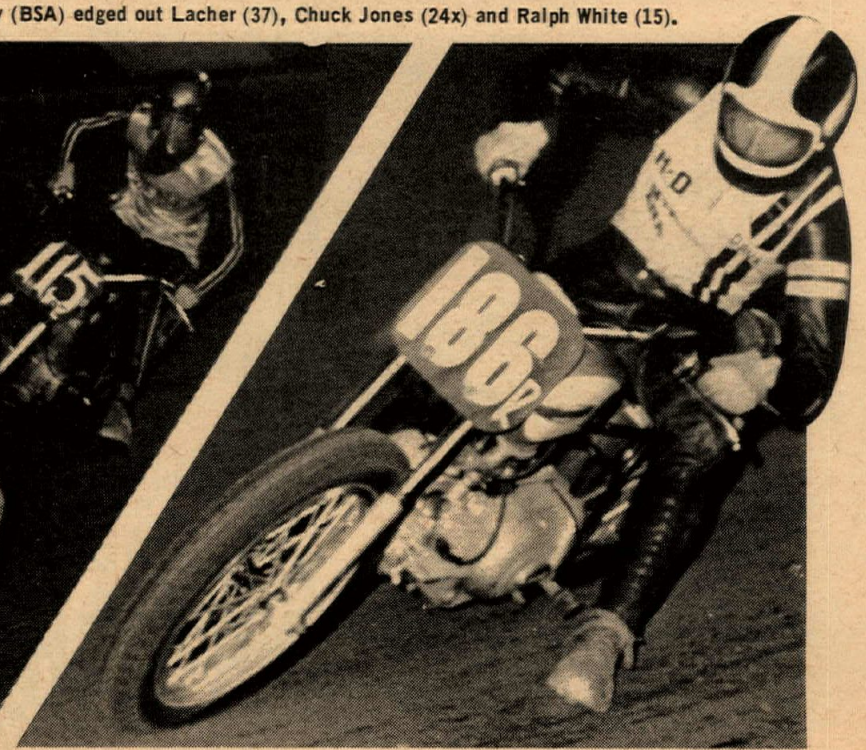
NEXT WEEK— Clear the gangplank and plug your ears...The Japanese Champion is about to make the scene.



Photos by Dennis Greene

Dan Haaby grabs a handful of throttle to be first off the line for the Friday night Trophy Dash. Haaby (BSA) edged out Lacher (37), Chuck Jones (24x) and Ralph White (15).

Novice Rick Woods slides in under Joe Hamilton (205) and Midge Griffith. Woods led the chase from wire to wire.



Dave Smith won his heat race but got a poor start on Woods for the Main Event

BSA CREW TAKES REVENGE

One setback was enough for the famed "BSA Wrecking Crew" and they came back last Friday night at Ascot to seek revenge.

Dan Haaby, Sammy Tanner and Ralph White ripped and roared their way through the Expert class with the overall point lead changing hands once again.

White opened for the crew by winning his heat race with the fastest five laps of the night. This came without benefit of any practice because he arrived just in time to climb aboard in the heat race.

Haaby followed White and also knocked off his heat race for the fourth straight week to remain undefeated in the five lappers.

H-D's Turn

Then it was Harley-Davidson's turn with Mel Lacher and Mert Lawwill. Each won their respective heat races. Tanner was turned back for the third week in the heat race, which was won by White. He finished third behind Chuck Jones, who came out of the final turn to push the champ into the Semi-Main.

It looked like Tanner's turn in the Semi but first year Expert, Shorty Seabourne, came ripping up to pass Sammy and take away the win.

Haaby regained the point lead from Tanner for the second time this year by winning the Trophy Dash over Lacher. It was Haaby's third win in four weeks.

15-Lap Final

Back came the fastest ten Experts for the 15 lap feature. Haaby shot to the front with Lacher right behind at the end of the first lap. Then Tanner, the last man to make the Main Event, zoomed up to take over second and chase Haaby all the way to the finish.

Lacher had his hands full the first half of the race trying to hang onto third. Jones, White and Chris Draayer all pressed hard before the mite from San Diego sewed it up on the late laps.

Lap fourteen found White trying too hard and falling, on the North turn and walking to the pits with last place money.

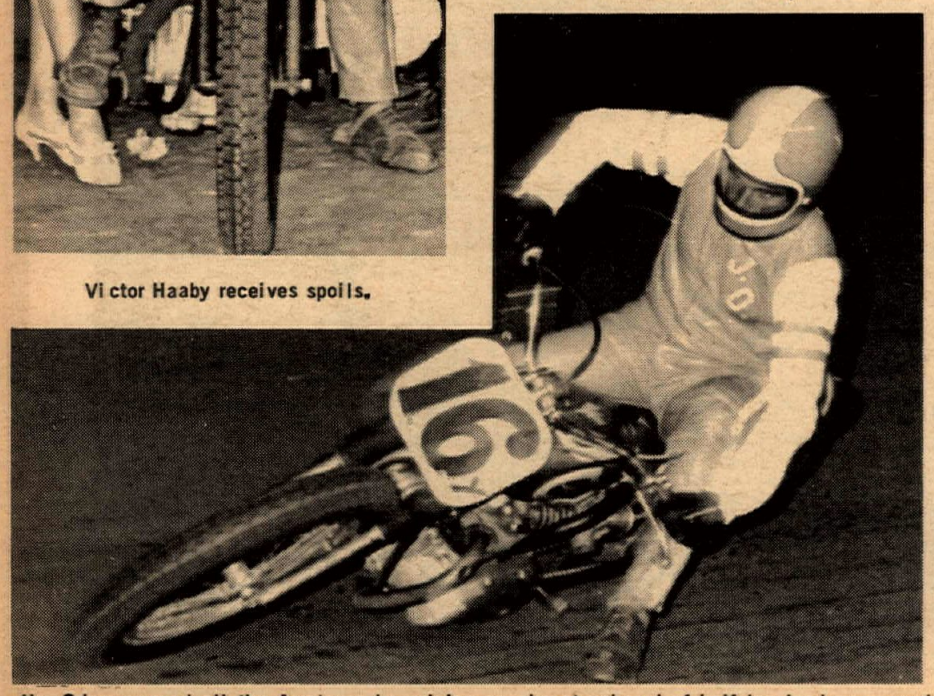
Odom by Half a Lap

Jimmy Odom, making his second appearance at the Ascot half-mile, made a shambles of the Amateur class in both the heat race and Main Event. He posted the best heat race time, four seconds faster than that of point leader, Marty MacDonald. It was a runaway in the ten lap final with Odom out in front from start to finish and a half a lap ahead at the checkered flag.

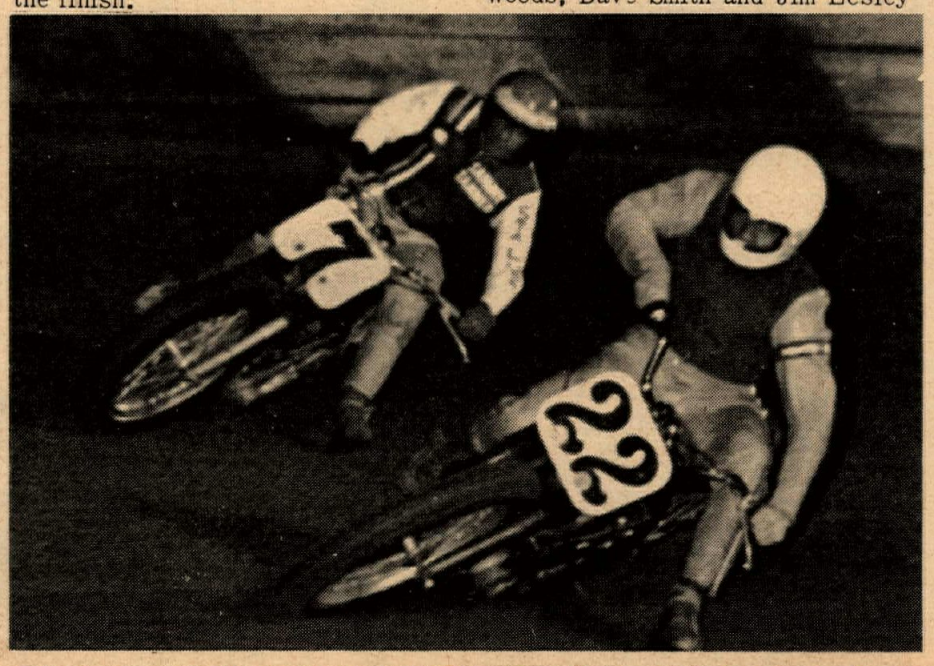
Previous point leader and Main Event winner, Jan Crawford, drove in too hard in his heat race and slid out of the running for the rest of the program. He also walked away.

The new and exciting Novice class was again just that with Rick Woods, Dave Smith and Jim Lesley

Victor Haaby receives spoils.



Jim Odom amazed all the Amateurs by gaining an almost unheard of half-lap lead on second place Marty MacDonald.



This is the way the Expert final looked Friday night with Tanner staying ever so close to Haaby but unable to pass.

all winning their heat races for the fourth straight time.

Suddenly – Two Uni-cycles

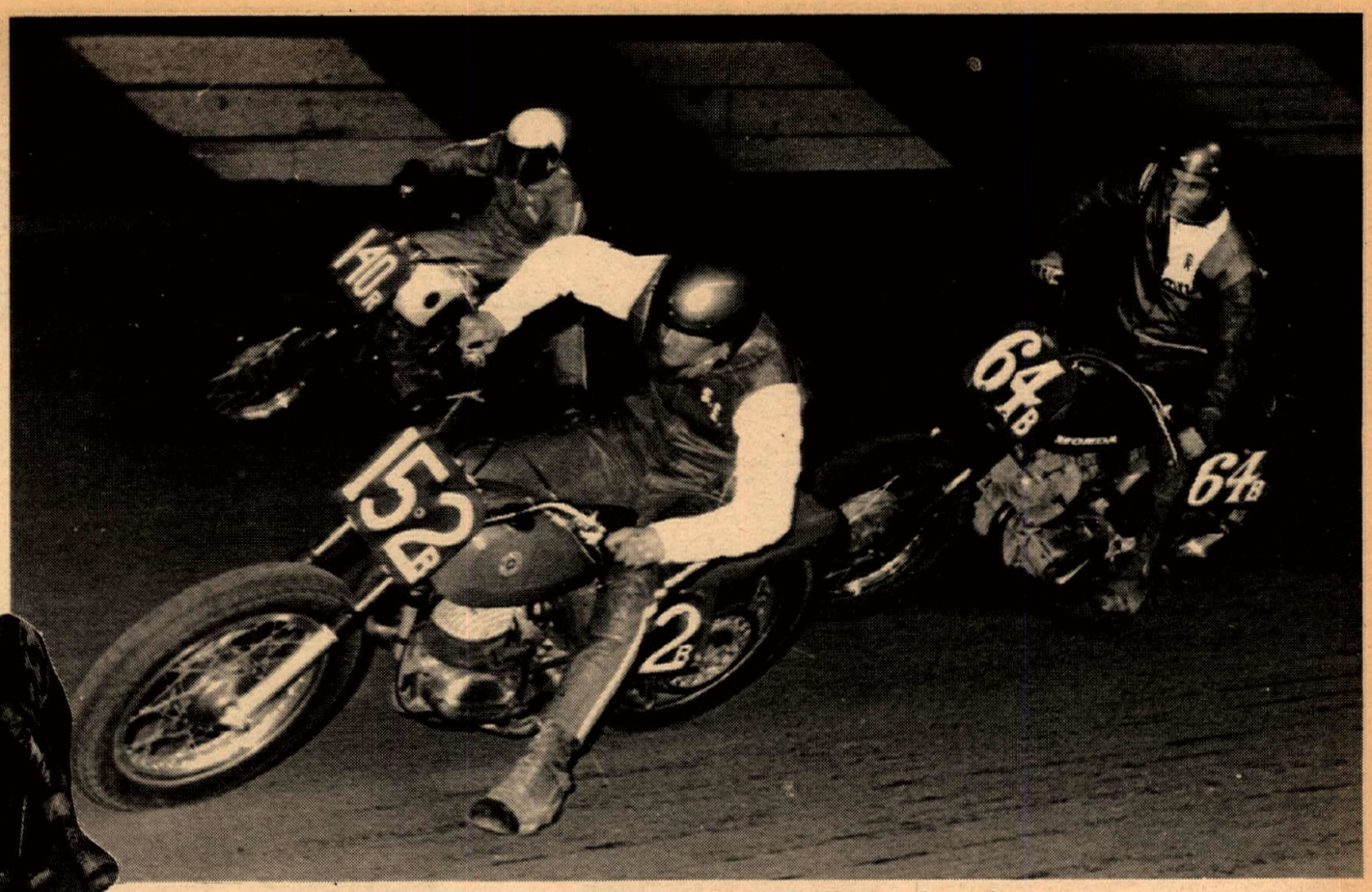
Point contender and one time Main Event winner Rick Ellisarranas came up with engine troubles in the heat race and was out of the running.

The Main Event was the familiar two rider chase between Woods and Smith. Woods opened fast, with Smith off to a poor start and then closing the gap in super-hurry time.

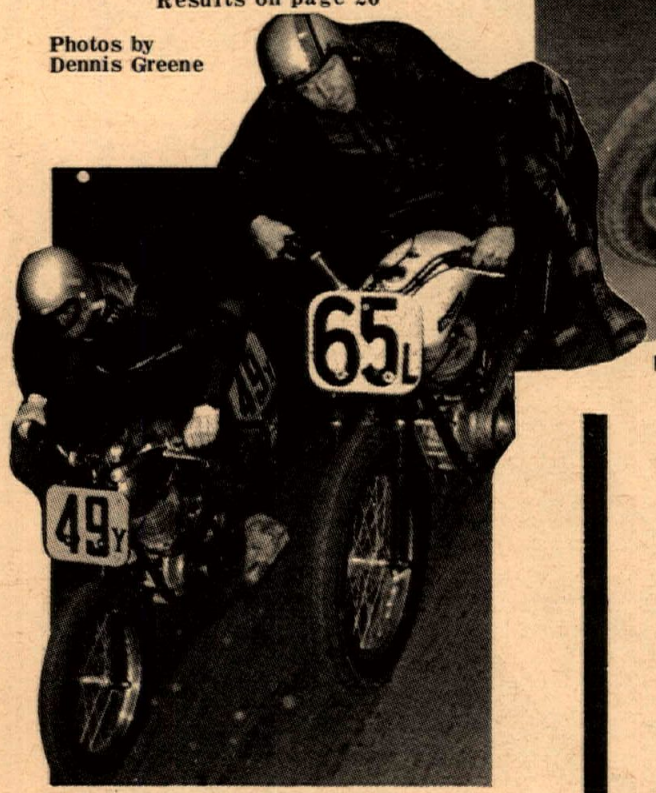
Around and around the two point leaders ran until lap six when Bakersfield's Midge Griffith had his machine BREAK IN HALF and hit the wall on the south turn!! The race was stopped with Woods in front of Smith by two lengths. Griffith, after shaking his head a few times, walked to the pits – looking for a new ride this Friday night.

Results on page 20

Photos by Dennis Greene



Novices try out various lines in the hope of finding the winning combination for the main event.



Paul Branson (65L) dives to inside.

Chris Draayer holds off Mert Lawwill for fifth.

Shorty Seabourne: Dynamite in a pint-sized package.

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SINNERS SCRAMBLE AT PERRIS

Story & Photos by Maureen Lee

The climate at Perris on Sunday was more conducive to camel racing than bikes. Those of you who didn't make the scene won't believe all the tales you'll hear about just how hot it was. One story said 112 degrees at eleven O'clock! And no breeze!

We tip our hats to the Sinners who worked under such conditions, especially the poor sould who manned the flags out on the turns for as long as they could physically stand it, and for the gals in sign-up who kept up with the paper work all the way to the results!

What a Way to Cover a Race

We wish we could say we were as hardy but you'll just have to accept the fact that we have few pictures, some results and rather blurred impressions of what was going on while watching the races from flat on our back under a tree with an ice bag on the head and trying not to faint at the same time.

Watching Danny Carleton on his Ossa you wonder how anyone can go that fast and still look completely in control instead of completely out of shape as some do. Watch Fred Edwards in the 100 class on a Hodaka. He's one who is starting to be really reckoned with now. Congratulations to Chuck Wheat on his fifteenth birthday as he celebrated it doing some real nice riding in the 100 class. However, he was done in by bike troubles as was Fred – but in that heat? Maybe it was for the best.

Meet Fred

Jim Connolly took the 250 class on his Greeves and was well fortified with salt tablets and water. He was cheered on by the rest of his family present, two Powder Puffers wearing their new colors: His wife Diane and "Fred". Yeah, I said Fred. She is just over three and has had 42 beautiful children, lovely blonde hair and the long ears of a cocker spaniel!

Hunter in a T-shirt?

The water truck and the grader broke but they did manage to fix the truck and some water was put on the surface. We left around four and the big ones were going to work by then. We noted Chuck Minert really hauling and understand that he and John Rice really had a set to before the day was over. We also spotted Jim Hunter riding in a T-shirt, something we've never seen him do! In the Open Class things looked interesting in a fight between Ben Fakkeldy and Chuck McIntosh.

We apologize gentlemen for the lack of better coverage, but there are days when correspondents poop out and this was one and besides, there's always next week!

Dan Carlton almost displays the grace of a ballet dancer while leading a 175cc Amateur Moto.

EUROPEAN SCRAMBLES AT DEADMANS POINT

by Stan Coffee

"Total Blast." That explains a day of racing at Deadman's Point. It all starts with the trail bike bash at ten a.m. and doesn't stop until you decide to leave the Silver Dollar Saloon located in the pits.

The race course isn't long by desert standards (about four miles), but it is a demanding one. There are some real "kidney shakin'" sections.

Dynamic Duo

A near upset started things off when Al Baker, on a Hodaka, blasted to an early lead ahead of that well known pair – the Morgan brothers. Baker was pressed hard all the way, but refused to give up the top spot until three laps from the finish. Al's constant loss ignition system began to lose its "juice" a little too constantly. His scooter began to fire erratically and the Morgans slipped by. Frank took first and Jack (who was having problems finding fourth cog) was right behind him.

"Big Number One" Bob Belt also had his hands full for the first few laps of the small bike round. Dub Smith on a "Husky" grabbed the lead in the first lap and wasn't showing any signs of relinquishing it to Belt or anyone else, until a broken rear shock forced him to pull out. With Smith out and Belt taking over, the action moved farther back in the pack.

Bill Ydiando had a slight lead over Glenn Thomas and "Skip" Kawell was in fourth. Al Hillan who was sixteenth the first time around, began a strong charge towards the leaders. He worked his way up to sixth by the fifth lap. Hillan's Pursang seemed to like the long straight and he soon moved to fourth and set his sights on third place Thomas. With two laps to go and only a short distance separating third and fourth, Hillan's ignition expired, ending the challenge. The final two laps stayed fairly stable with Belt, Ydiando, Thomas, and Carl Stevens filling in the first four spots.

Big Bikes

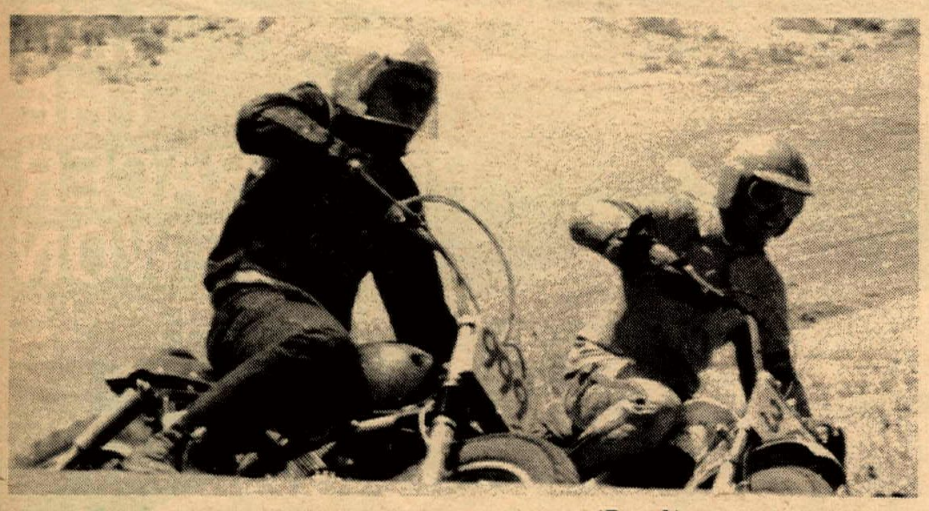
Bob Stewart took the lead by the end of lap one and never looked back. Bill Hutton, who was second at the end of the first loop, tried, but couldn't hold off hard riding Ron Fry. Fry was in second by the time they came around again and stayed there for the duration.

Hutton held the third spot for seven or eight laps. On the last lap, Doyle Fields slipped by and won the dash to the flag. The final order was Stewart, Fry, Fields, Hutton, McLaughlin, Chuck Nelson and Anders.

After the final event, the riders, wives and friends assembled in the saloon for liquid refreshment, dancing and the presentation of the previous months trophies. This takes quite a while, because sixty odd trophies were handed out for only three classes.

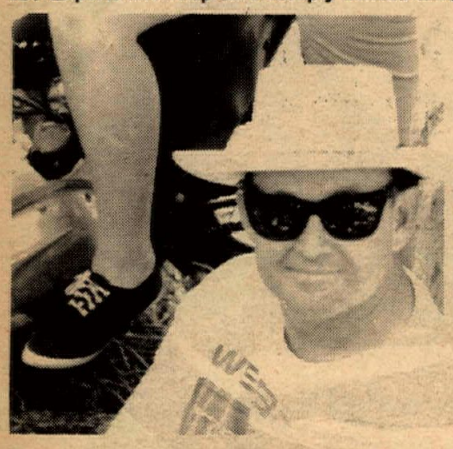
(Results on page 21)

Have more fun ...



250 Experts mix it up on a steeply banked turn.

(Results on page 20)



C. H. Wheat poops out in the sun.

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SCRAMBLIN AROUND

By Maureen Lee

Ah, the world of motorcycle clubs! As a "Powder Puffer" I'm witnessing the growing pains of a new club and it gives one an even greater admiration for those clubs who have been around for many a moon like the Gripsters, the "Diggers and the 4-Aces and you wonder just how hard their teething pains were. But we've had one teething pain we bet they never had!

Would You Believe

We had a guest at a meeting recently who completely mis-interpreted certain statements and went off happily to tell the world that we had made a rule that there was to be no passing in the turns!

That's so stupid that it's barely worth mentioning but some of the girls thought it made us all a laughing stock and even got back to District President Jean Carter. The real nitty-gritty is that at a recent Prado six out of eight girls went down and we decided that a little pep talk on track conduct was in order.

The actual statement was that in passing in a turn just make for damn sure you don't goof anybody up or cause them to go down. Not all of us have track experience and we want to grow as an organization and not scare first-time riders away or wipe some of the old hands out!

And before we get off the subject of the gals, anyone check out our new jumpers we all blossomed forth with Sunday? Pretty sharp eh, and the Association wants to curtsey to Ernie Pico and staff who made them, because they worked extra hours so that we could have them. Thank you!

A Word to the Wise...

For more serious business. Those of you who have two-strokes equipped with compression releases are going to have to put ball-ends on the levers. Rules about all-end levers apply here too, and even though the levers are small, they still fall in that category. This will be announced at the next Sports Committee meeting, but in the meantime some of you can get a head start on the subject.

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VALLEJO SPEEDWAY OPENS QUARTER-MILE SEASON

Story by Bill Pitschner
Photos by Steve Griffith

The cycle bugs rolled out their machines again at Vallejo Speedway, this year under the banner of J.C. Agajanian and George Acree.

As the season open we found first-year Amateur, Mike Yarn, victor over all comers. Not only did Mike win the feature race but he also took his heat and the Trophy Dash. Other heat winners were Dwane Francisco, Roger Goldthwaite and John Hall.

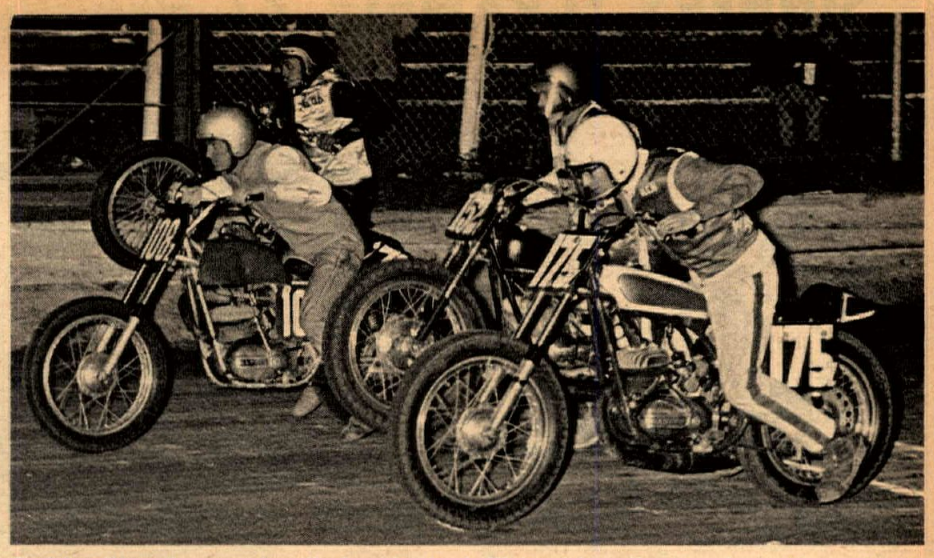
In the Amateur-Expert Semi, Dick Mann came out on top, ahead of hard-charging Amateur Ken Weakley and Ken Helling.

As the 15-lap Main started, Mike Yarn, riding a Montesa, was off the line first and kept his position to take the checkered flag. Roger Goldthwaite was running second behind Mike, when he fell off trying to take the lead. With Roger out of the race, Suzuki-mounted Dwane Francisco finished second, with Jim Odom and Ken Weakley (57y) finishing third and fourth.

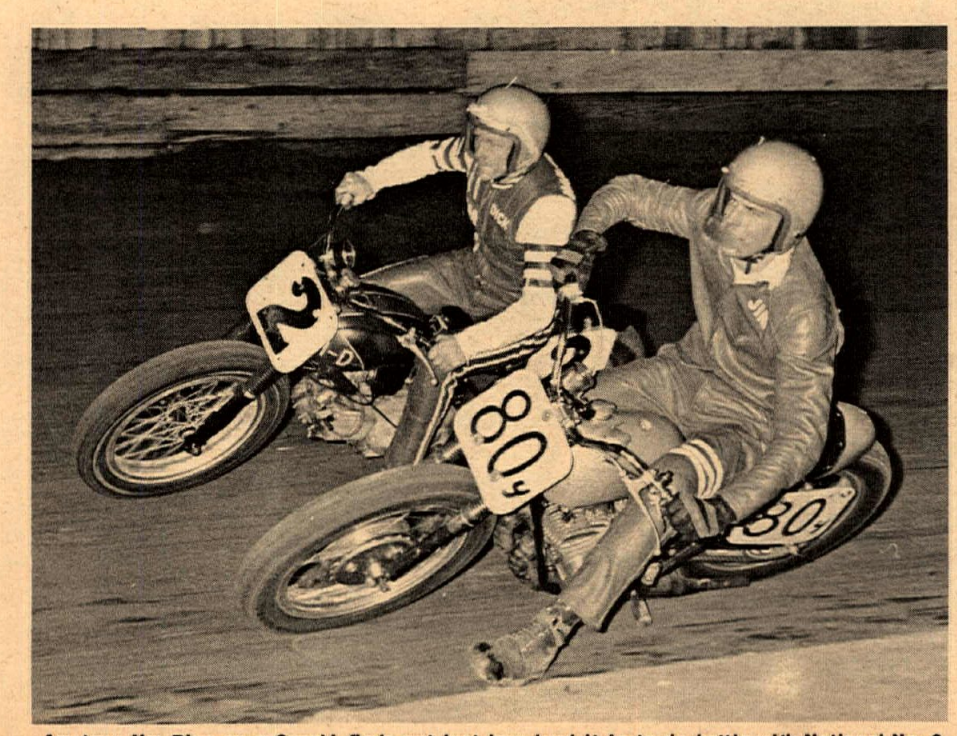
Last year's consistent winners Rich Faria and Dick Dorresteyn refrained from riding because of adverse track conditions. It was wet, sticky and bumpy.

As the Novice riders took to the course, some for the first time, Mark Brelsford, riding his second professional race, took top honors. Mark won his heat, Trophy Dash and the Novice Main.

All in all it was a good race meet, run smoothly with no serious accidents.



Exciting things happen when Novices try hard. Pictured in action from L. to R. are Floyd Marshall, Jerry Mather, John Dobson and Ken Boyer.



Amateur Jim Rice on a Suzuki finds out just how hard it is to do battle with National No. 2 Dick Mann.

They're off again on the Vallejo ¼ mile! The track, still not in the best condition for racing, is wet and sticky.

After falling off in the main event last week Roger Goldthwaite (25z) does a repeat of Mike Yarns opening victory. Roger also won his heat, the trophy dash, and the main. In the first lap of the main Ken Weakley slid out and Mike Yarn fell down hard for a restart. As they come off the line again Roger Goldthwaite grabs the lead with Yarn spinning close behind. As the 15 lap race progressed Dick Dorresteyn National 76 closed the gap on the leaders. On the last lap Ken Weakley fell off trying to pass Dorresteyn. Suddenly Dorresteyn raised his hand and pulled into the infield behind the ambulance. Roger Goldthwaite, riding a Bultaco went on to take the win. Last week's winner Mike Yarn on a Montesa finished second and Suzuki mounted Jim Odom third.

In the first Amateur-Expert heat Mike Yarn trying to get a jump start was penalized to the back row by Referee John Pires. This is the way we like to see it John, keep it up. The heat was won by Suzuki mounted Jim Odom (16y), with Suzuki ace Dick Dorresteyn (76) taking second. Other heat winners were (20y) Lloyd Houchins, (25z) Roger Goldthwaite, and (22y) Bobby Self.

In the Amateur-Expert semi it was (57y) Ken Weakley taking top honors. Mike Yarn finished second with (28z) John Hall taking third, and Gene Conant (23z) finishing fourth.

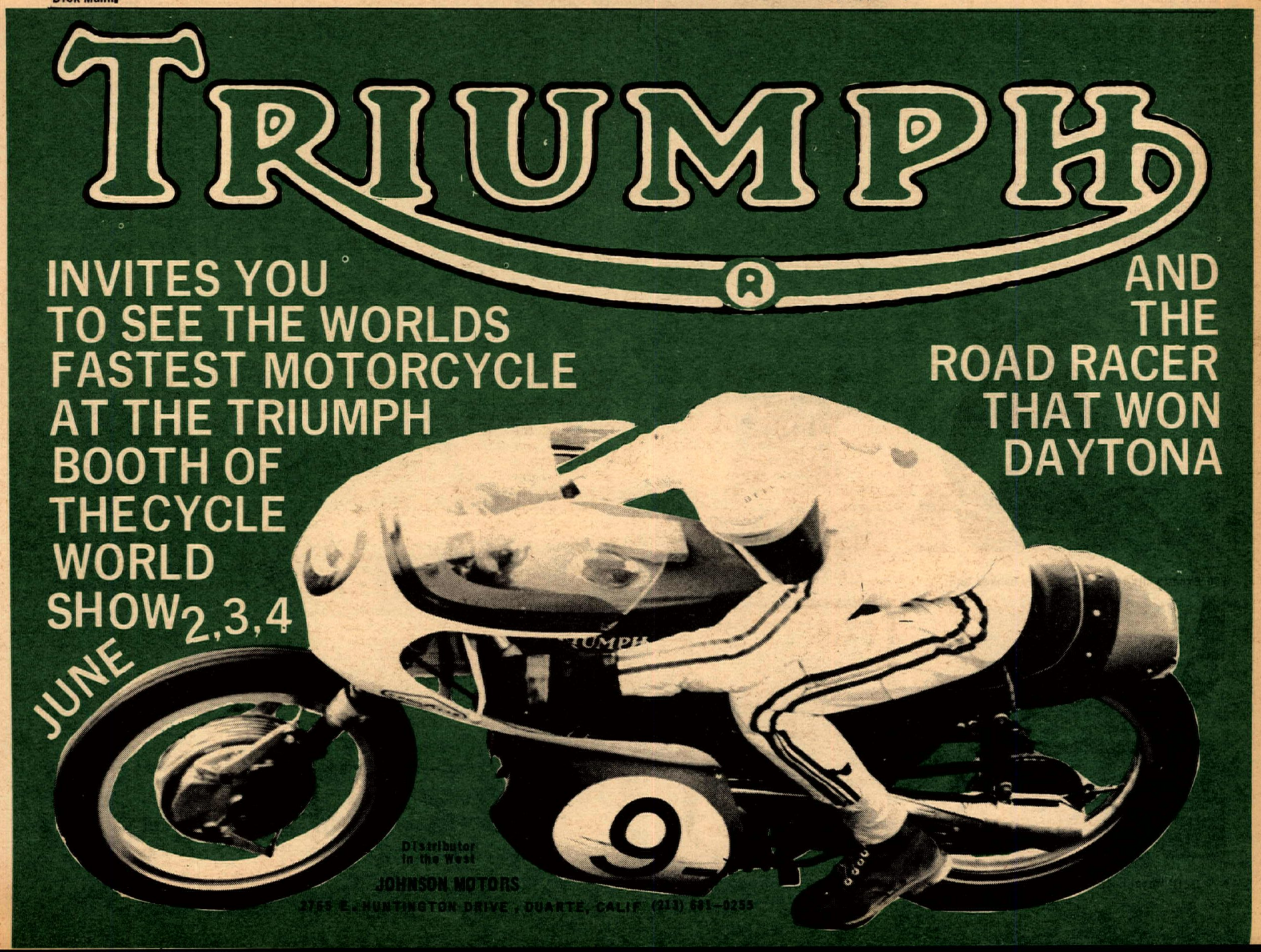
The trophy dash saw the Fremont flash, Jim Odom getting the lead off the line. In the first lap Jim's mount came out of gear letting the other riders by. The T.D. was won by Roger Goldthwaite with Lloyd Houchins taking second.

Dorresteyn's Old Break Back

It was learned after the race that Dick Dorresteyn had broken his left leg. Evidently Dick's shoe stuck on the sticky surface of the track, twisting his leg back and breaking an old break. Tough luck for Dick.

In Novice action it was also a repeat of last week's triple win with a new winner: Tony Williams (104z) won all, heat, T.D., and main. Last week's winner (163z) Mark Breslford finished second in a hard fought battle from start to finish.

(Results on page 20)



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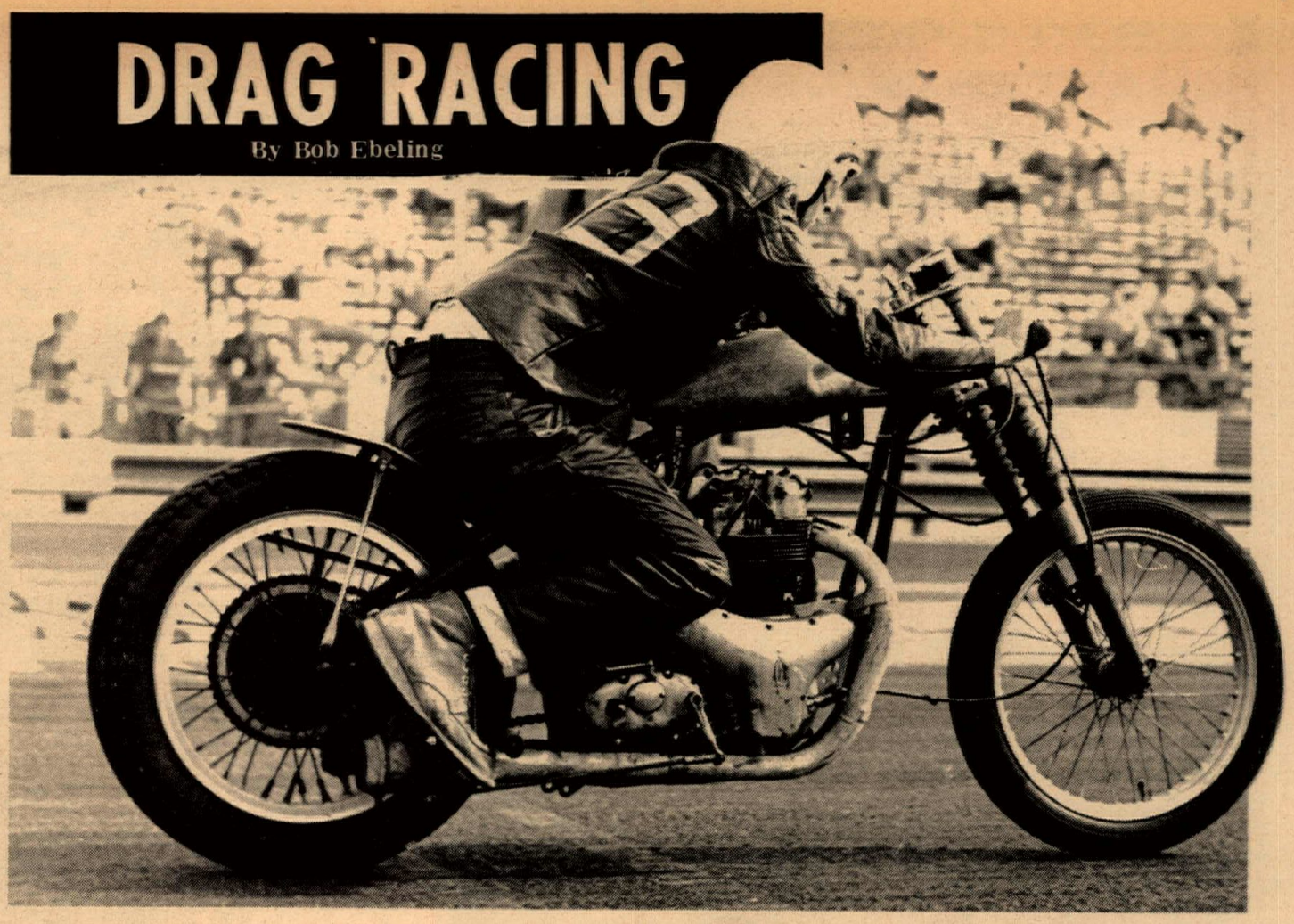
DRAG RACING

By Bob Ebeling



Irwindale's quarter-mile sprint action was highlighted in the race for Junior Fuel by Tony Dodge's victory at 11.41 and 125.34 miles per hour. Jr. Gas was a close match among four of the finest Triumphs in drag form. George Tupper hauled the weary distance from San Diego and was forced to make the return trip with heavier baggage, thanks to his Jr. Gas win of 12.96 – 101.35.

Harley Davidson did not spend an idle weekend, as Bruce Millers Top Street victories at Lions and Irwindale seem to show. To back up the Harley activity, Johnnie Eastes won Top Gas at Irwindale.

The smaller displacement pits were locations of feverish activity and it produced results when Ray Downard counted Jr. Fuel money at Irwindale Raceway. Downard's 350cc Honda fueler turned 12.67 – 99.33 mph. The gassers were led in performance by Bob Braverman winning 12.47 – 105.62 on a Yamaha, and Steve Rowles victory for Top Gas at Lions. Steve's Suzuki froze the clocks at 12.65 – 100.11 mph.

Fontana

Confusion was routine in the search for A.H.R.A. records and there are no definite results as to who did what.

Despite the anxious moments created by 104 degree temperatures, Buddy Martinez rode the "El Toro", a twin-engine Triumph, to a victory in E.T. bracket number one, with a 9.81 elapsed time and 159 miles per hour.

Ebeling's single-engine Triumph sat alone on the sidelines when its roadster competition lost a transmission and loaded up for the trip home. Jim London, the manager of Fontana Raceway said, "Keep faith, baby", and returned with a little gas-injected dragster for the two out of three.

Round one ended abruptly as the "rail" red-lighted and lost on the line. Round two and the dragster's driver played it safe, but too safe! Ebeling left the line first and reached the finish lights in the same order. The Triumph's elapsed time was 11.00 seconds and the dragster 10.45! Since the first two rounds went to the Triumph, a third was not run and Ebeling was seen leaning over the pit fence yelling at the dragsters, "C'mon – I'll race all of ya!".

Lions

Next Sunday, Lions drag strip will post 150 dollars for awards to the bikes and several of this weekend's racers were just tuning in preparation for the big money.

Warren Murphy had trials and tribulations with his Harley gasser, as Steve Rowles' winning of Top Gas seems to prove, and Bob Borgan's Triumph fueler clocked only 13.40 and 70 miles per hour. Next week he will make up for the lost seconds of this week.

The quickest and fastest Pure Stock cycle was a Triumph of Harry Couch's. Harry turned a best of 14.47 –86.70 and while he was busy going quick on the stocker, his 30.50 Triumph was being ridden by Brian Harrington to C Modified Street victory at 13.50 – 96.35.

Irwindale

There were three bikes in the Jr. Fuel eliminations, but Bob Sirkegian's "Super Bike" was out early with broken inside pieces. The final race was between Bob Theiler and Tony Dodge, both Triumph mounted. Improper staging or rolling out of the lights, brought grief to Bob Theiler as his elapsed time ticket showed a loss by red lighting and Tony Dodge's Triumph "Super Bike" picked up the bucks with a 11.41 – 125.34 mph.

Money–Sunday–Lions–Money

Good news at Fontana! Johnnie Eastes is assuming the position of Cycle Pit director! Good organization provides good racing.

(Results on page 20)

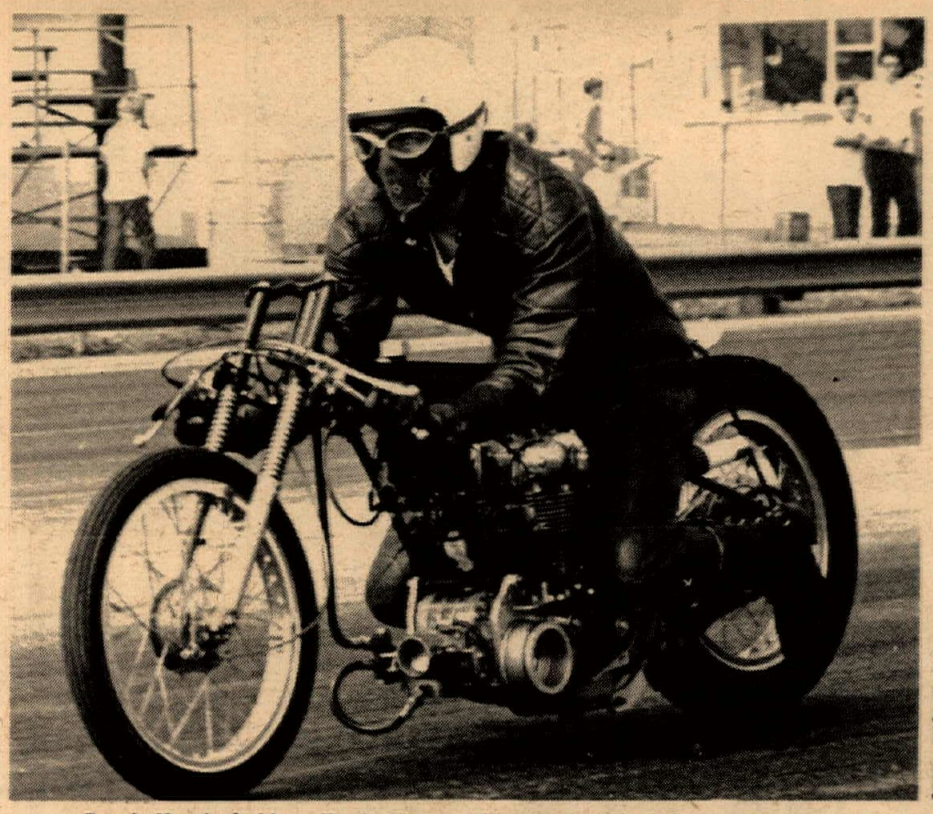


Photo by Doyle Gray

Dennis Manning's blown Honda 450 turns 13 seconds and a hair over 100 mph.

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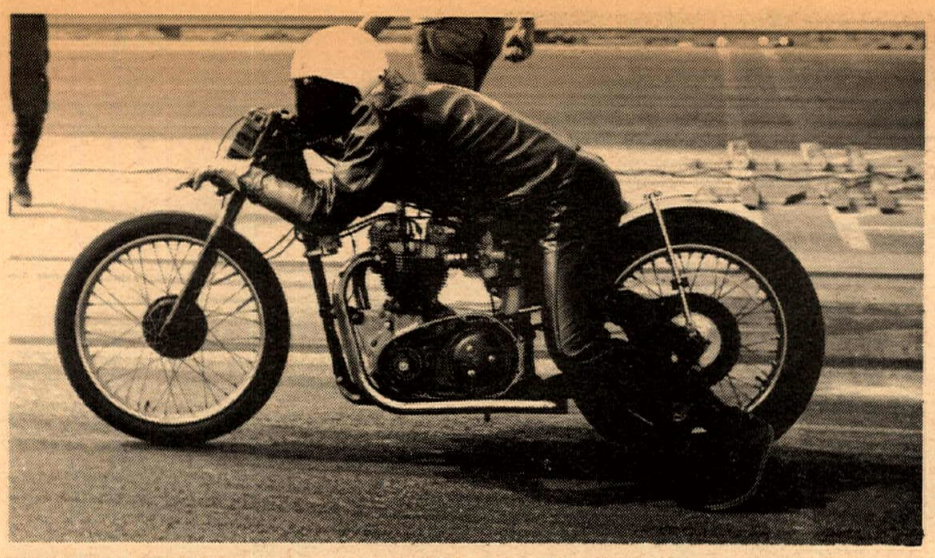

Rider's style: Both feet down provide a straight quarter-mile off the line.

Ray Downum on the fuel buring 350cc Honda wich carried him to 12.67 sec. & 99.33 mph.

Traction makes BSA reach for the moon, with Irwindale as the launching pad.

★ SHOW THRILLS ARMY ★

Serving your military hitch wouldn't be so bad if you were a member of the British Royal Signal Corps motorcycle display team.

When the signalmen aren't shagging messages, seems they practice such Evel Knievel doings as ramp jumping and brick wall crashing. This action occurred at a public show in Coventry, England, home of the Triumph factory. Appropriately enough, the daring young soldier here leaping through the drum is riding a flathead twin of the Coventry brand. But don't expect to buy one, they're manufactured especially for the Signal Corps.

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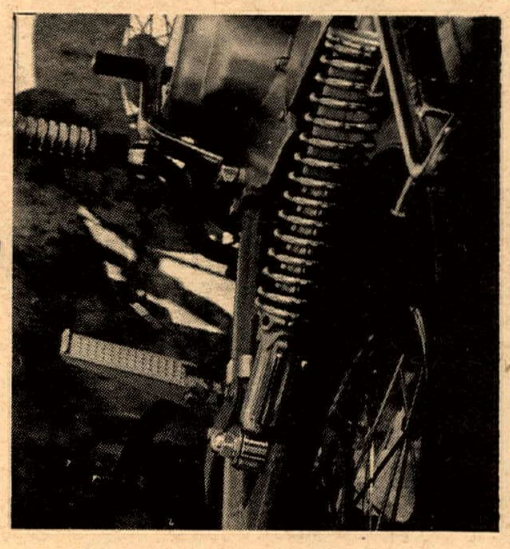

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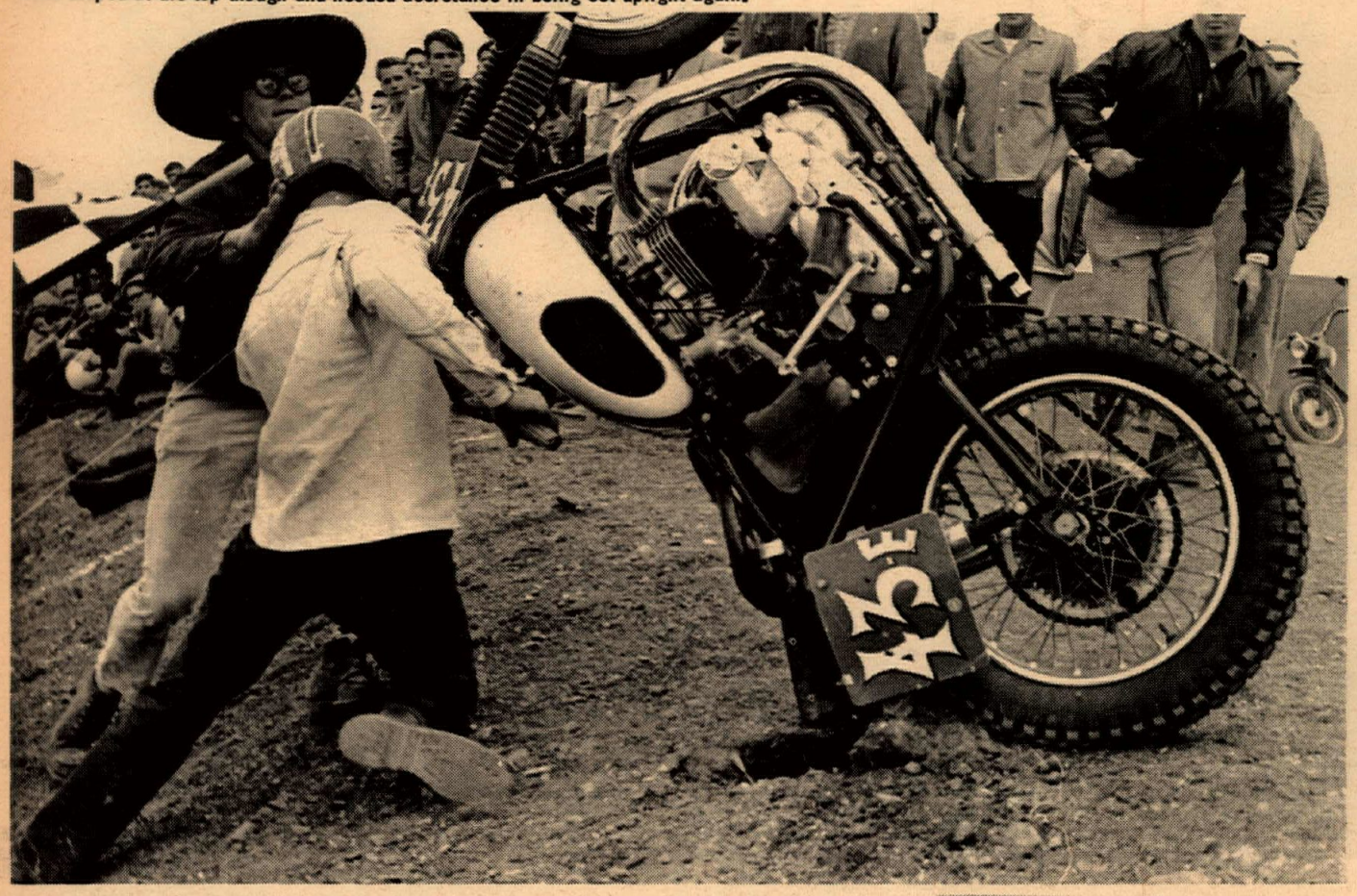
ANNUAL MODESTO HILL CLIMB

Photos by John Ramos

Above: This fellow on the 40-inch Triumph looks like he has everything under control. Below: Bike looped at the top though and needed assistance in being set upright again.

This competitor broke the tape only to have his bike take off down the other side of the 230 ft. high hill. C'est La Vie.



If you can't ride it up, why not walk behind it?

LATEST RESULTS PROVE IT..

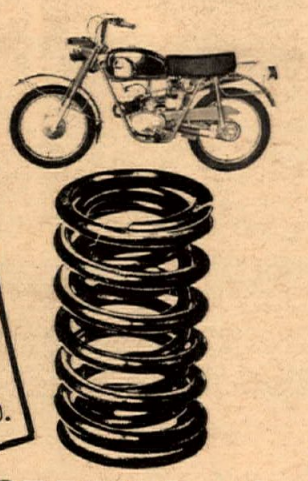
A FEW HODAKA WEEKEND WINS

Perris Scrambles - May 21st.
100cc Main - DANNY HOCKIE - HOD.

Mesa Speedway - May 21st
100cc Expert Moto - JIM Mc GUIRE - HOD.

Elsinore TT - May 20th.
100cc Expert - F. EDWARDS - HOD.

State Championship European Scrambles
May 21st.
Trail Bikes - 1st. JACK MORGAN - HOD.
2nd. FRANK MORGAN - HOD.



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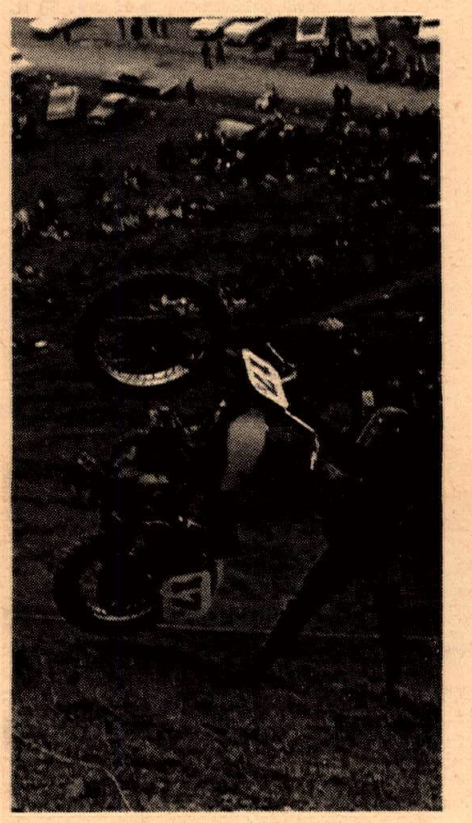
One of the few competitors to take the Modesto mountain in good shape was this fellow on a 440 Victor.

OVER THE TOP!

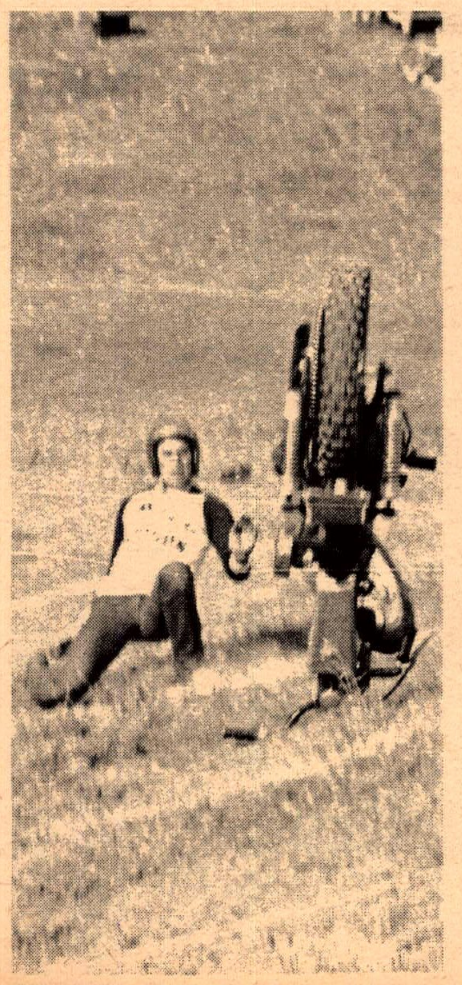
Rider waves good-bye to his steed.

Lightweight entrant tumbles after his Honda.



Some get off gracefully.

(Results on page 21)



H-D rider commands his bike to stop.

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1 YEAR ROAD TEST - BSA LIGHTNING

The Blitzen and the Beezer or, maybe there will always be an England...?

Reporting one year's experiences with any motorcycle we knew would call for both honesty and courage. Every other road test reported in the various monthlies is based on only one or two thousand miles, when the machine is brand new.

Since road tests are for the purpose of informing purchasers about what they can expect from their prospective mounts, we reasoned that readers wanted to know what their machine would be like in 5,000 miles, and 10,000. Our victim, or acid test machine, we decided, would be the Lightning 650cc BSA. It impressed us as a good medium-size motorcycle. We gambled that it would take it and plunked down $ 1457 at our nearest dealer (Long Beach Honda in this case) for a then-new 1966 Lightning. Original impressions of the bike were covered in Cycle News last July.

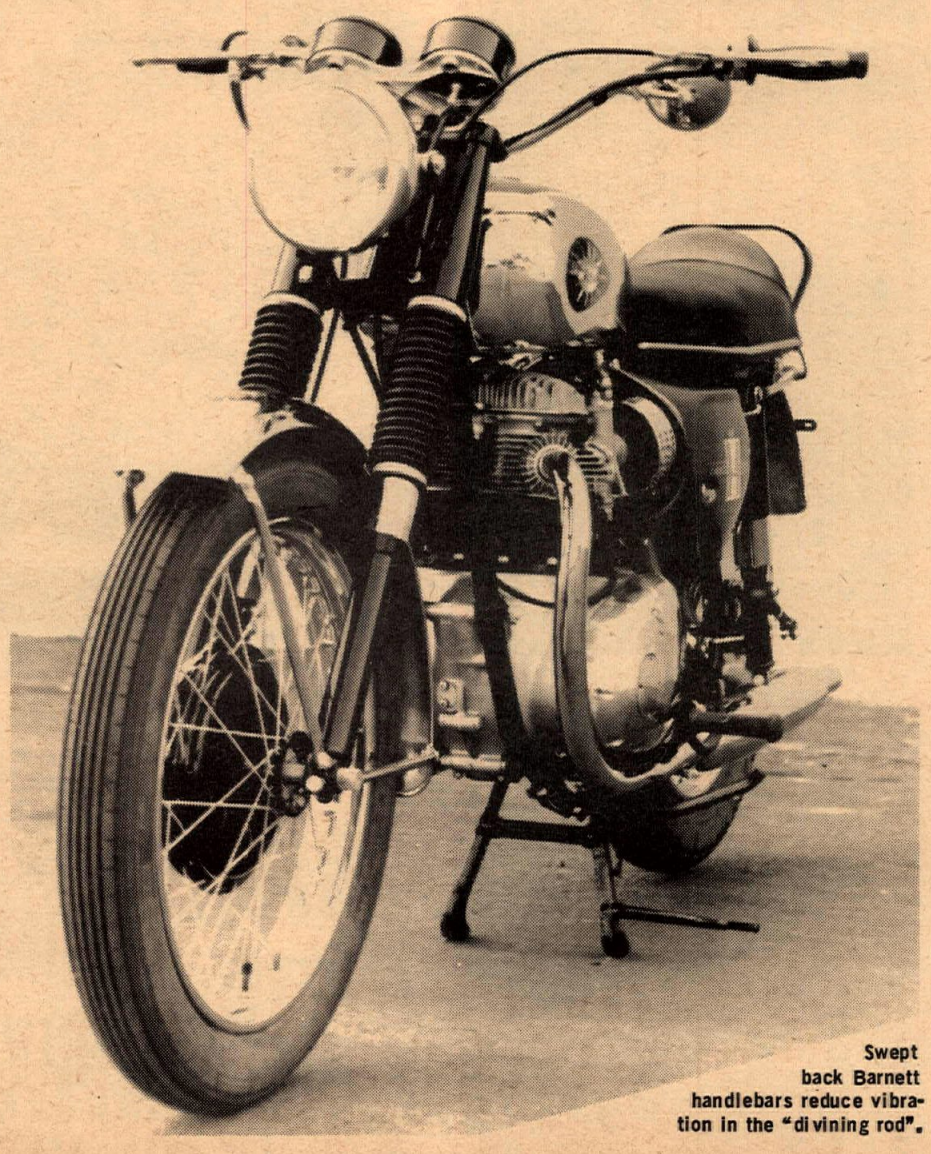
The '66, which we eventually christened Blitzen, experienced some memorable disasters which failed to endear it to us as much as we'd have liked. The plan was to purposely neglect the motorcycle to see how well it held up under hard treatment.

Fortunately the BSA is guaranteed for three months or 4,000 miles. And in that time hard treatment would show up most of the weak links in the machine. For proof of the guarantee's value as well as of our heavy handed treatment, here is the list of parts replaced in that first 4,000 miles!

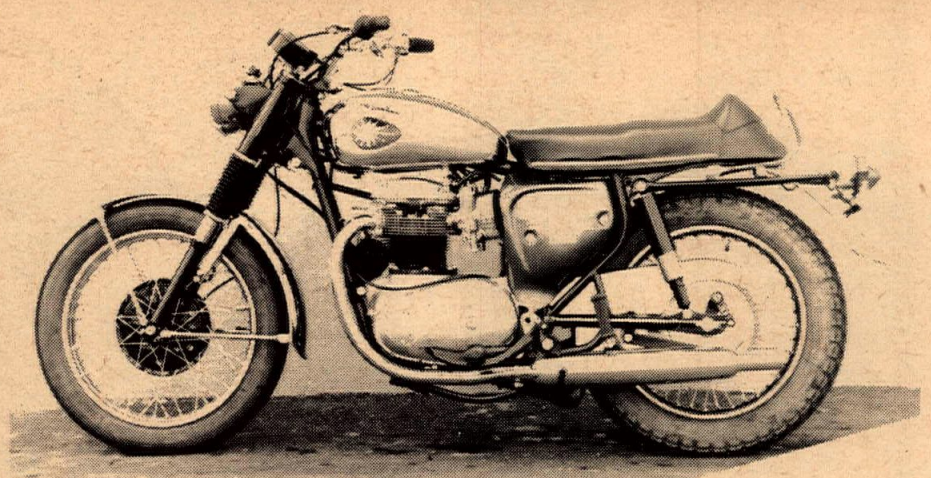
1 pair of spark plugs
2 ¼ Whitworth bolts
Light switch knob, switch and battery
Handlebars and grips
Clutch plates
Air filters
Points
Main jet
Brake cable
(plus assorted front end parts damaged in a spill that was certainly no fault of the motorcycle)

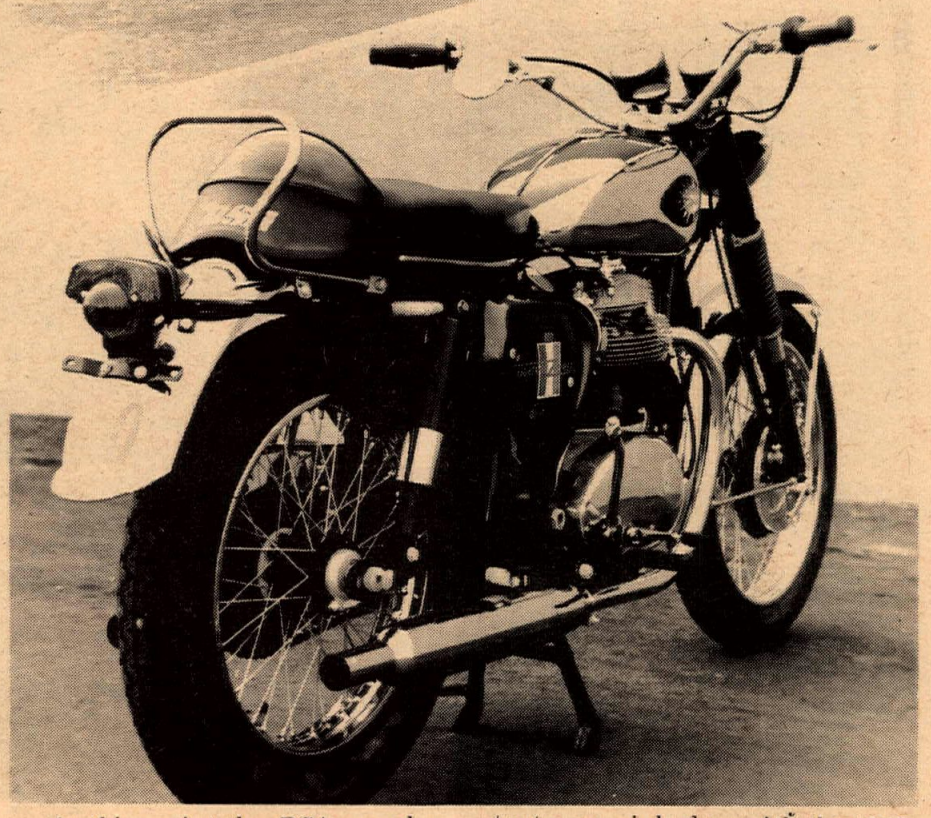
Performance was 89.37 mph and 15.19 seconds in the quarter mile. At 2500 miles we reported the speed and E.T. The project was to report performance at specific mileage intervals: 5,000, 10,000 and so on. Unfortunately this project was foiled when the Smith's speedometer destroyed itself at about 4,500 miles. The needle and odometer dials had been erratic so we greased the cable. No improvement. Shrugging it off as a British joke (Smiths clocks for Rolls Royces are famous for not working, either) we set out on a 400-mile trip to Big Sur. Banked over on Highway 1 we felt a sharp tug on the bars. On a lesser bike, on a straightaway, it might have caused a wobble. Imagine our hilarity when, coming to a careful stop, we discovered that the boys at Smiths had played out their joke for a last laugh. The speedo drive box and its cable were wrapped around the rear axle. The tug we felt was the cable jerking the front end just before breaking. Not wishing the same trick played on us twice, we finished the Blitzen test without the instrument. Quarter mile tests at about 5000 miles produced 86.70 mph and 15.13 seconds.

At an estimated 8,000 miles the motorcycle became victim of a severe case of engine jitters. Taking it back to our friendly dealer, we were informed a piston had collapsed. Perhaps we hadn't warmed it sufficiently before opening it up? Admittedly it wasn't broken in carefully (although in ten years of road testing for the various monthlies we have treated bikes as harshly, though not for as long.)



Swept back Barnett handlebars reduce vibration in the "divining rod".





At this point the BSA people requested old Blitzen so that they presumably could take it apart and study it (or maybe bury it), and we accepted a bright new unbroken-in 1967 BSA Lightning for a small additional charge.

Still determined to complete the first of our one year road tests, we picked up with the 1967 Lightning where the 1966 model had left off. It was spared the 1,000 mile performance test, but care and treatment remained the same.

The new Lightning, it turns out, is a horse of the same color as old Blitz only the finish is much improved.

Our Lightning is a medium-weight with a big feel. Light enough to be slightly sporting, the big Beezer is at the same time weighty enough to hold the road like a race truck.

After changing to Barnett handlebars, made of alloy to help lighten the front wheel and shifting the rider's weight a little farther rearward, it is possible to merely lean the "divining rod" in the desired direction and use the throttle to ride the Lightning by its rear wheel.

Girls Get the Point

It is proportioned for the American rider, or couple of riders if you like. The seat is almost perfect for one or two except that the "grand prix point" in the back feels "too precarious" in some female passengers' opinion.

As time went by, we began to be amazed that the '67, so similar in appearance and Cadillac comfort to the '66 model, should behave so much better. We experienced nothing but delight for nearly 700 miles until suddenly the left side head gasket chuffed a wretched noise. Owners should retighten the head nuts at 500 miles to avoid this annoyance.

Technical data sheets are free from any BSA business. What the figures don't reveal is just *how* the motorcycle achieves, as this one does, near ninety in the ¼-mile. In the case of the Lightning, it does it easy. Starting is as easy as slicing butter with your foot. First gear is one step down.

Whang the throttle and hold your grip. The Beezer smokes off the Lions line right on the verge of wheelieing and breaking loose. The rider (ME!) tucks out of sight, his beady eye fixed on the rev counter...The gears are not too closely spaced. The needle falls below 5000 and the cams cut out. Slowly, screaming, the engine climbs back up on the bubble, swings rapidly to 8 grand then shift (slight mechanical stiffness still), have to pause between gears) 4800, 4900, 5000-55-6, 7, 8 grand and shift! Fourth gear is a little too tall for ¼-mile contests, but it puts the vibration point (which every bike has, like a birthmark) right at 70 mph. A high figure, indicating a smoother road bike, which it is.

The engine turns a lot of revs with a minimum of strain. It barely trembles at the highest speeds. Fit and finish have improved, too. The chromium would put many custom plating shops to shame and we suspect the British are importing acrylic paint formulas from America at last. It is the least we could do in return for Twiggy.

Even the chaps at Joseph Lucas Limited woke up long enough to correct their electrical mistakes with the 1967 model. Both ignition and light systems are working perfectly. (So you see, Joe, it *can* be done.) The Smith's speedo is still together, but now their tach has packed up. This new Lightning is so good in other respects that we even have hopes for the Smith people. Perhaps only their cable broke.

IN SUM:

We recommend the BSA Lightning to riders who are in the market for power, comfort, reliability and continued good looks. Carefully broken in, it should perform satisfactorily with minimum maintenance.

RIVERSIDE NATIONAL

by Rudi Hartmut

RIVERSIDE, May 21—

"Masterful," "flawless," "elegant," and a catalogue of superlatives would fall short in attempting to describe the sizzling performance with which Art Baumann on the Al Fergoda Yamaha thrilled road racing fans here today.

The mercury soared well past the 100 degree mark for the running of the first ACA National at Riverside this year and riders were reaching for salt tablets while spectators dug out the long tall cool ones and got ready for a long and super-heated day of two-wheeled competition.

Unexpected Winner

It was not until the 500cc and Open event that the action changed from a series of parades into a spectacle of 100 mph plus "ear-holing." Unexpected winner overall was Art Baumann on a 350cc Yamaha. All of the big guns including Buddy Parriott were there, but most of them dashed their hopes for victory on Turn 6 where a nasty spill put several out of the running. Suddenly the starting field was reduced from 18 entries to 5.

At the restart, Dale Alexander on a Harley-Davidson with enormous lungs, got off the line first with BSA-mounted Ron Grant in belated pursuit. Half-way through Baumann made his move, passed Grant and then set after the big one. His big chance came at the exit of Turn 7 where Alexander stared with disbelief at Baumann, who had pulled up beside him, missed a shift, and reluctantly let the San Francisco flyer by for the win.

Baumann Again

Riding the same machine earlier in the 350cc G.P. race, Baumann again showed what a flawless rider on a superior machine could do. Getting a late start, Art zipped through the pack and set sail for leader Jim Deehan. By lap 3 he had overtaken everyone, including Deehan who later went out with engine problems, and almost lapped second place Larry Grossman.

Yamaha Triumvirate

In the 250cc G.P. class a good go developed between the Yamaha triumvirate of Ron Grant, Art Baumann, Vincent Noone, and "Yamasaki"-mounted Steve McLaughlin. Grant soon proclaimed himself the master of the screaming two-strokes and headed for the flag with Noone and Baumann in tow. McLaughlin, who looked like he was going to finish well up front, had to finish the race in a truck. He was picked up on course with a ventilated piston.

McLaughlin Victorious

However, the colorful young Irishman had his moment of glory in the 125-175cc class. Riding a 125 Honda, he annihilated the field and took over from Dave Allee on the second lap. After that, it was no stopping McLaughlin. He pulled out all the plugs and finished with an almost unbelievable 27- second lead.

The combined 100cc and 50cc class was another Yamaha run-away with Ron Grant as chauffeur. He easily won over Jeff Pasternak and David Jones, both on Yamahas. 50cc Class I honors went to Colin Jones (Honda) who bested the king of the teacuppers, Tony Nicosia (Honda). Class II of the 50 class was taken by Paul Wilde (Yamaha) over Steve Ricketts (Tohatsu) and Sid Chambers (Mondial).

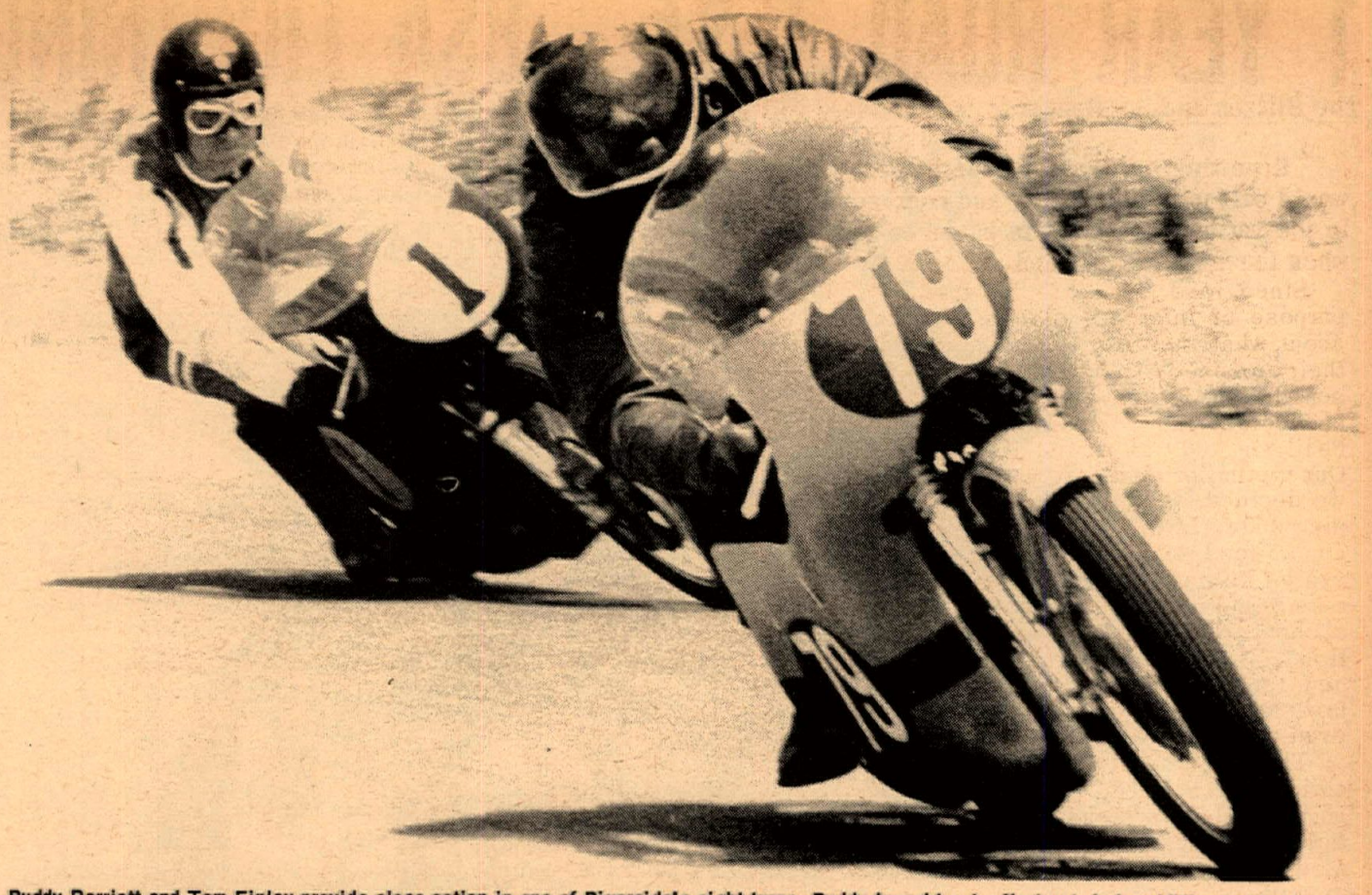
Damron Dominates

With one of the Damron brothers now working for Uncle Sam, David Damron upheld the family honor by winning the under 200cc production event by a proverbial country mile. He took the win over J.B. Lend, who was engrossed farther back in one of the better dices of the day with first and second place finishers in the 175cc class, Frank Smith and Frank Fullylove.

A surprise victory came in the big bike production race when John McGillivray took over from leader Ron Grant on the last lap and won by a narrow margin. The extra cubic inches turned the trick for Triumph-riding McGillivray who had an exceedingly tough time getting by Grant's Yamaha in the twisty parts of the course.

Spectators and riders who witnessed nasty accident involving Dick Kilgroe, Buddy Parriott and Clyde Litch will be pleased to know that all are O.K. Kilgroe was hospitalized for what was suspected to be a broken shoulder. Later, however, he was found to have only severe bruises and minor burns. His condition was listed as satisfactory.

(Results on page 20)



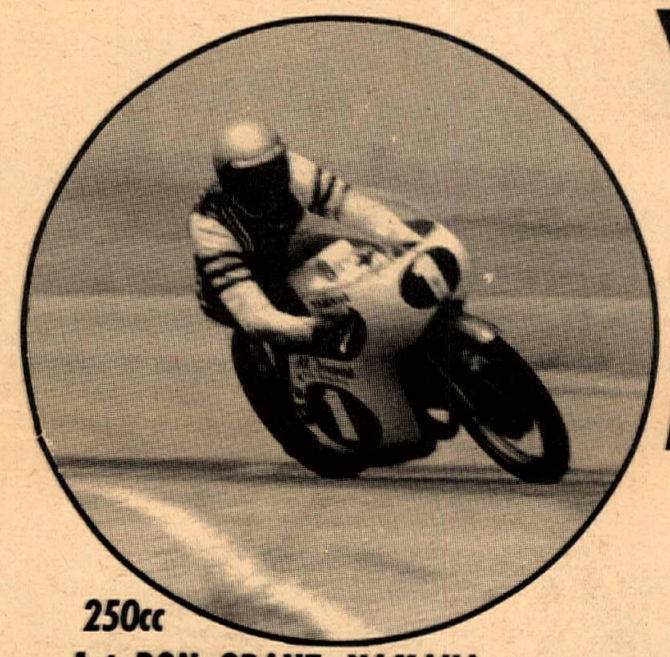
Buddy Parriott and Tom Finlay provide close action in one of Riverside's eight turns. Buddy brought out a Norton twin in addition to his Manx but did not race either one in the Main Event.

YAMAHA

DOMINATES RIVERSIDE

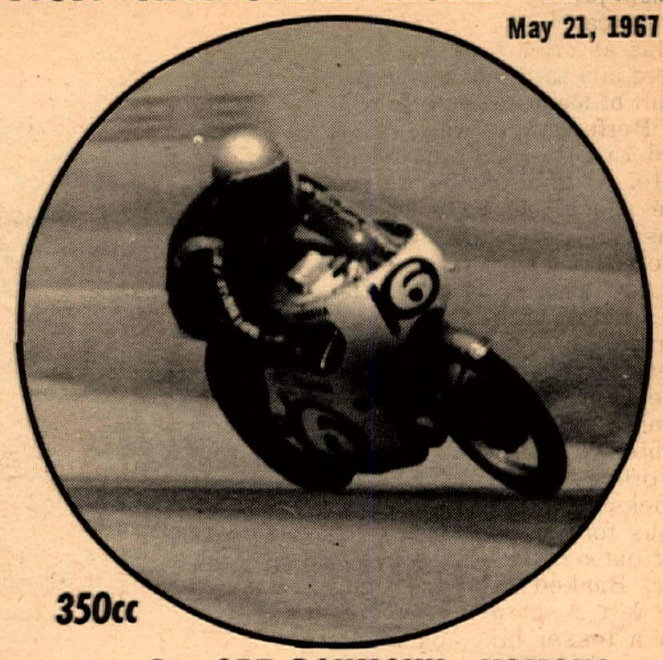
ACA NATIONAL ROAD RACES

May 21, 1967



250cc

1st RON GRANT--YAMAHA
2nd VINCENT MOORE-- YAMAHA
3rd ART BAUMANN -- YAMAHA
4th PAUL WILDE --YAMAHA



350cc

1st ART BAUMANN YAMAHA

100cc

1st RON GRANT--YAMAHA
2nd J.PASTERNAK-- YAMAHA
3rd DAVID JONES-- YAMAHA
CLASS II
1st PAUL WILDE-- YAMAHA

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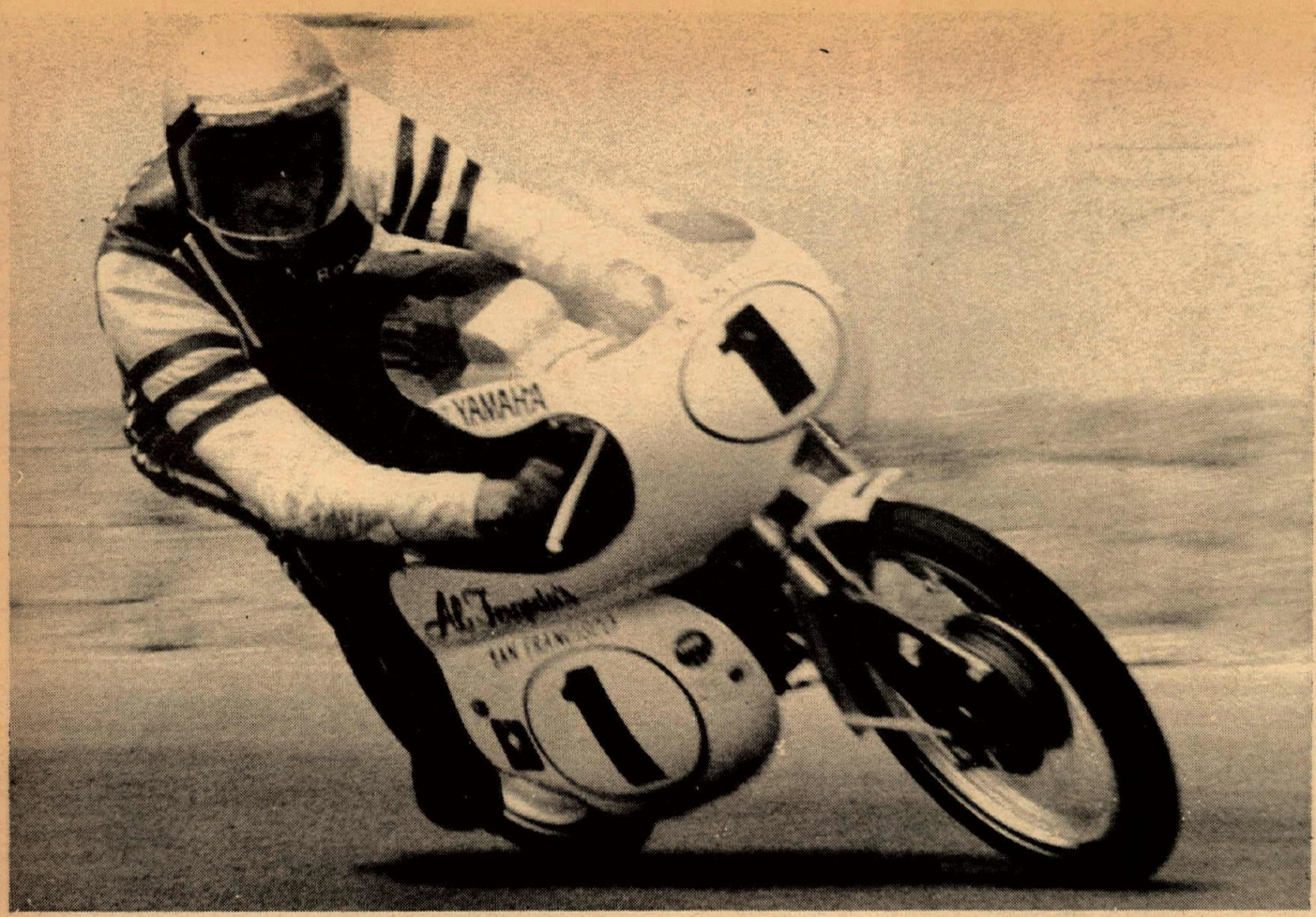
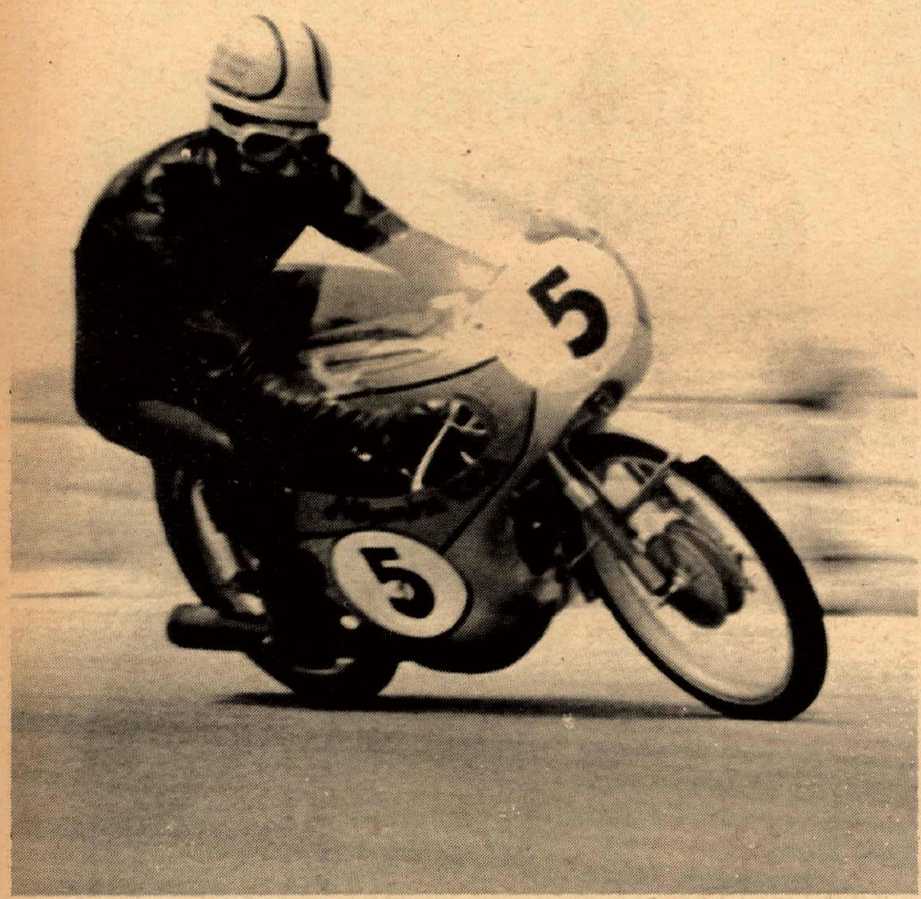


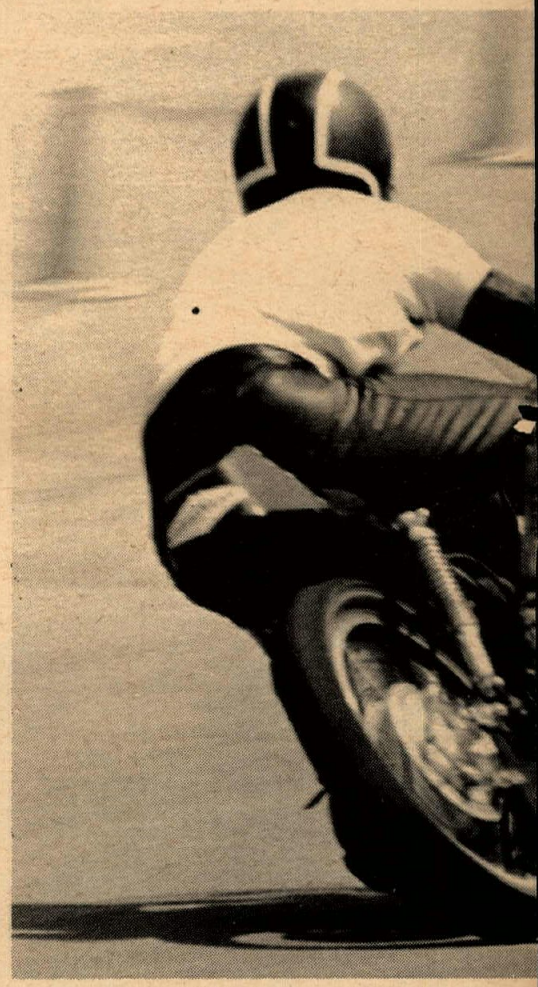
Ron Grant on the Al Fergoda Yamaha found Riverside Raceway so hot that he had to stick out his tongue to cool off. The San Francisco ace completed successfully in practically every event of the day.

Under 200cc Production riders hustle toward their mounts dino's Jim Damron.

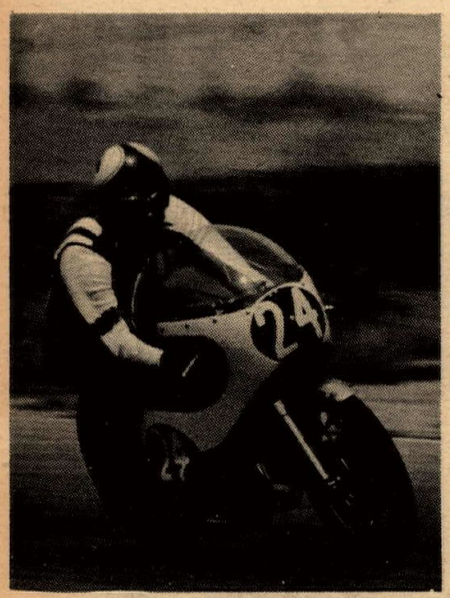


Colin Jones on the Alhambra Honda Class I 50 scored upset over veteran Tony Nicosia.

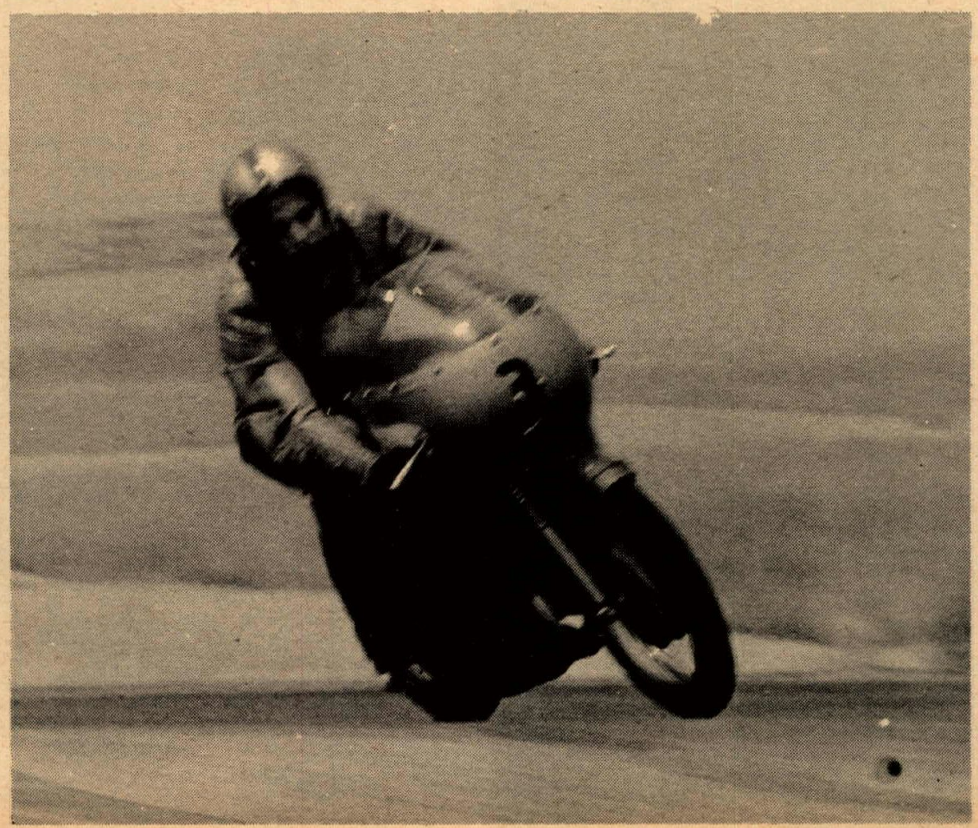
Sidecar master Reg Pridmore — this time on a solo machine.



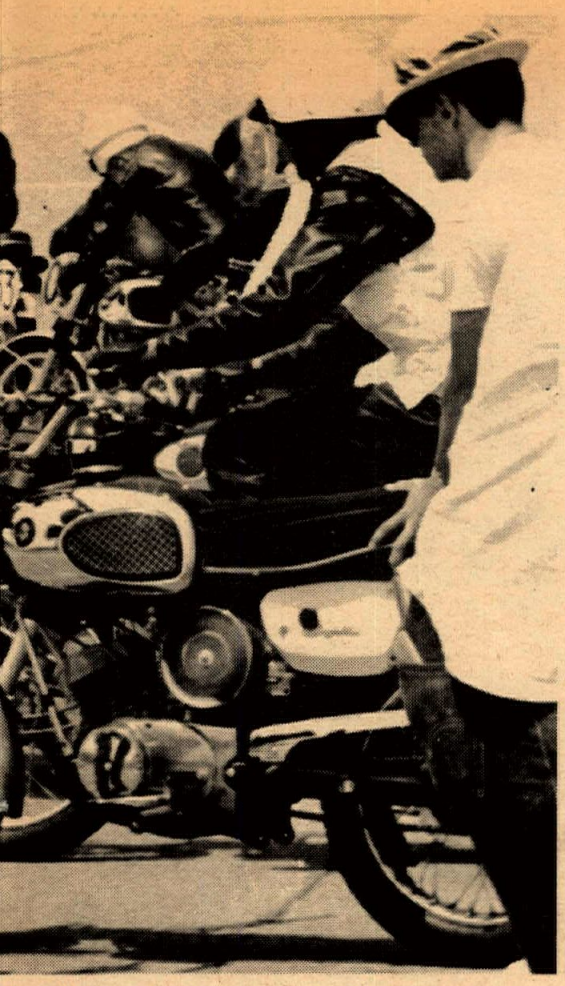
This is the view competitors had of Jim Deehan on the Vi with a broken crankshaft.



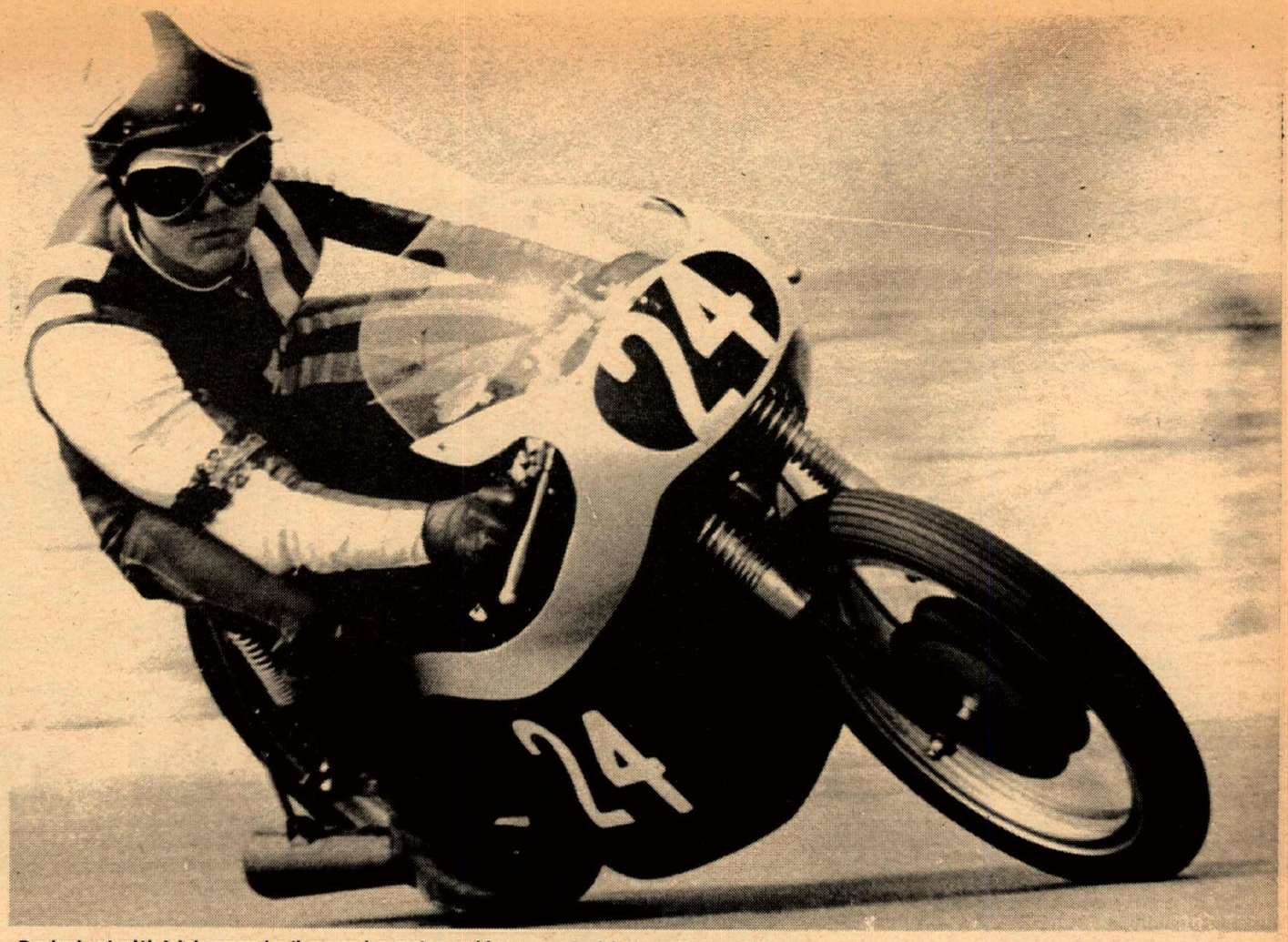
Above: McLaughlin on his latest creation, the "Yamasaki". Bike had some teething problems and holed a piston during the 250cc G.P. race.
Right: Also a member of the Yamaha Brigade. Paul Wilde of Long Beach



Photos by David Gooley



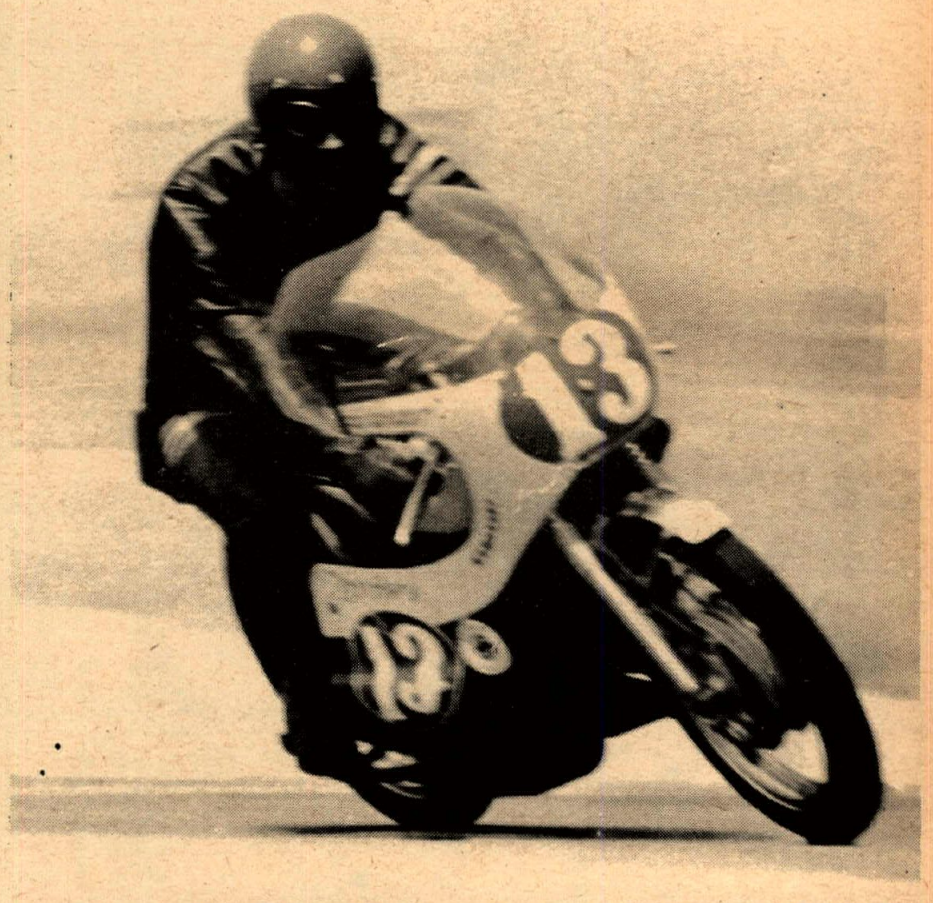
a Le Mans start. Race was won handily by San Bernar-



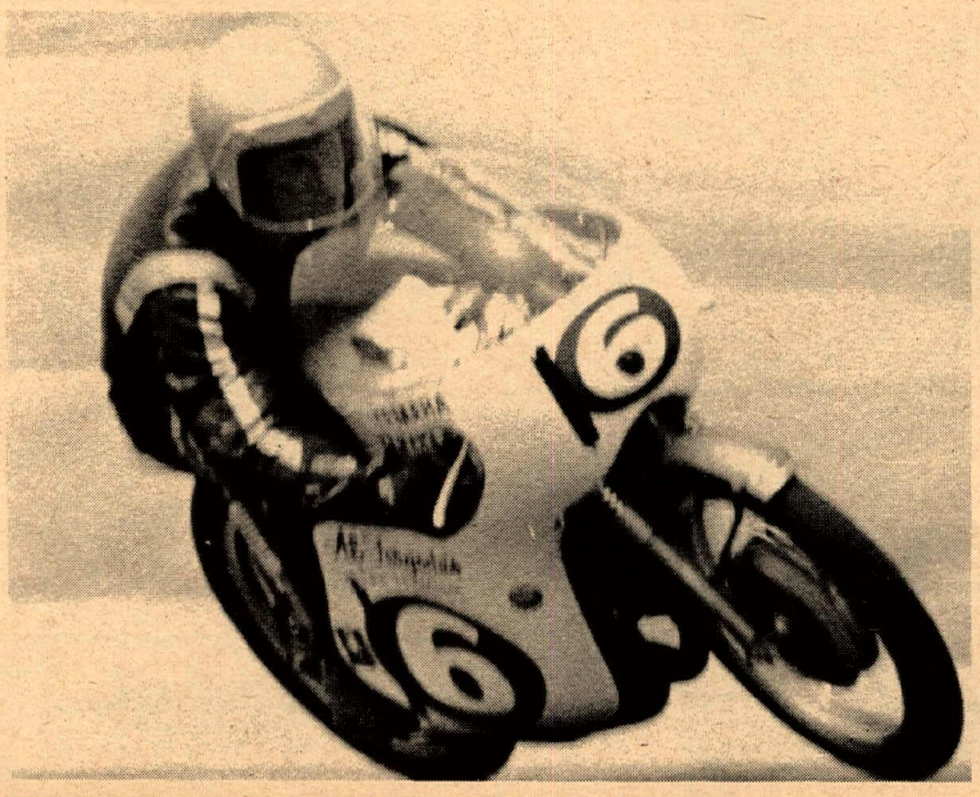
Decked out with Irish-green leathers and a garter on his arm, colorful Steve McLaughlin made mince-meat out of the 175cc class on a 125 eight-speed Honda. Steve held a 27 sec. lead over Dave Allee, also on a Honda.

ard Kawasaki in practice. Machine was sidelined later

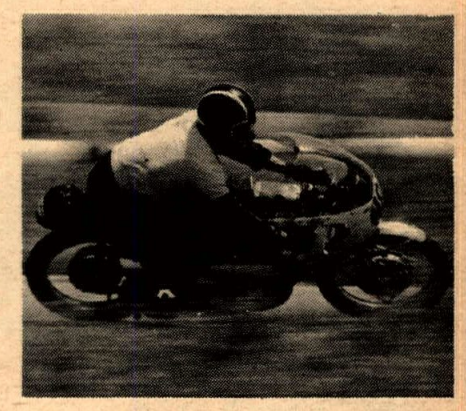
Honda-riding Larry Grossman tried his best but finished far behind hustlin' Art Baumann.



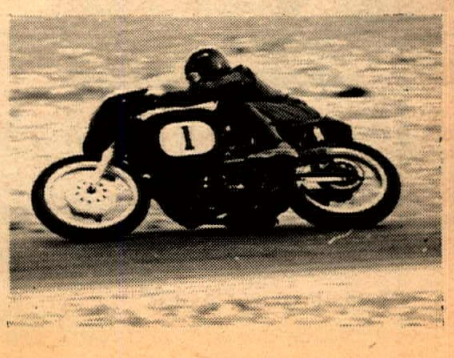
Steve Pederson on the A-1 R Kawasaki gets ready to bend 'er down for the turn. Steve's riding netted him a fifth in the 250 G.P. class. A good finish, if you consider who was there.



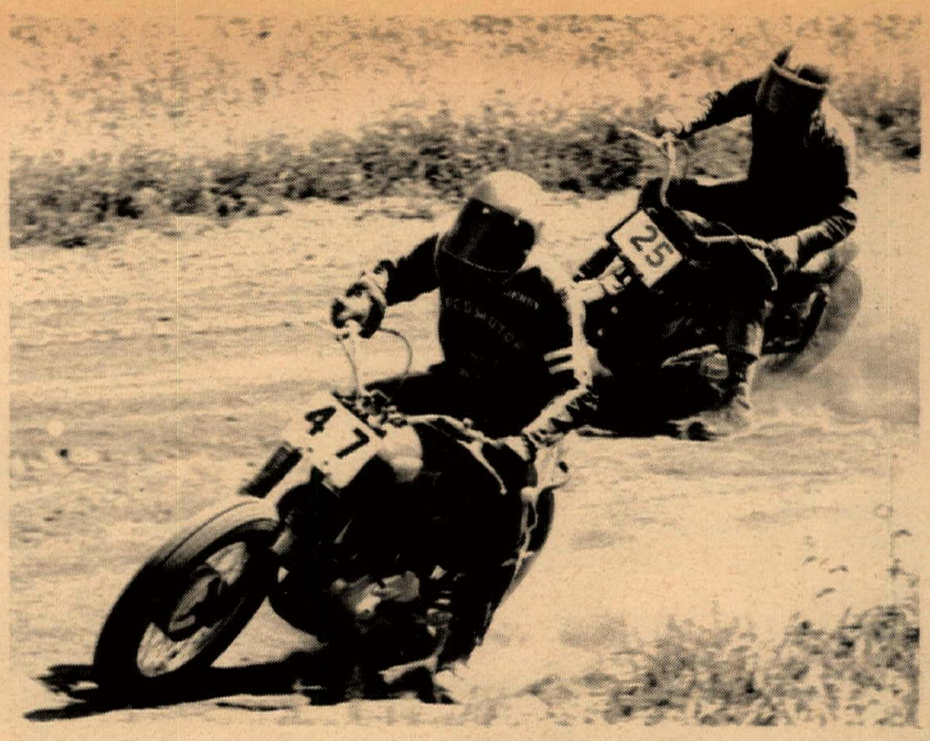
There he is, folks. The one and only, the great, the fantastic Art Baumann who goes so unbelievably fast.



Above: Deehan at speed. Below: Buddy Parriott in heat race.



Looking very determined, a thundering herd of 350cc Amateurs and Novices slide around bend in unison. In the foreground is winner Richard Wunda (77).



Jerry Willingham leads Open Am-Ex with Bill McCoy tagging along.

Photos by John Shedd

A DAY AT BAY MARE

With comparatively a handful of riders at Bay Mare on Sunday, May 21, there was still plenty of fast action. The races started at 11:00 o'clock, so everyone was able to sleep a bit later than usual, and yet everyone was home earlier.

It was a scorching hot day and riders peeled off their leathers as soon as they hit the pits. Watering the previously oiled track, there was a lot of soft sand in the corners, and many, many riders parted company with their rides.

The 90cc novice riders got festivities underway shortly after eleven. Linus Beall captured the win aboard a Yamaha with Bultaco mounted Devon Sowell and Hodaka mounted Joe Gonzales in hot pursuit. Jim Northern and Honda had the 90cc amateur class sewn up from start to finish. Grabbing his lead in the initial "drag race", he continued to widen the gap in all three motos. Most of the battling was done back in the pack between G.R. Judge on a Bultaco, #705 whose name we couldn't decipher and Marty Endless.

Mickey Alzola on his Montesa was back this week to take the 175 novice win after last week's hard earned second place. Mickey's first this week was no pushover, however, since Wade Zimmerman on a Bultaco crowded him all the way.

It was strange to see so few 250cc bikes. There were not many on hand, but as usual, it was a hotly contested contest. Lee Stumpenhaus took the win, and took a hard fall in the third moto to boot. Chuck Berry was second with Micheal McClain third, all on Bultacos.

Honda Wunda

Back from a 350cc victory last week, and raring to repeat, was none other than Honda-mounted Richard Wunda. Richard had little trouble holding his lead and carried home first place gold again with Asa Garl, also on a Honda, coming in second.

The 500cc novice class was no doubt the least contended race of the day. Matchless-mounted Dave Bastian took the win so effortlessly that it appeared that he was just out for a Sunday ride.

The 650cc amateur-expert win went to Jerry Willingham on a Triumph with last week's winner, Harley mounted Bill McCoy, having to settle for second. Bill came on strong in the last moto, and took that win, but two firsts and one second put the outcome in the bag for Jerry.

Trophies were awarded at the end of a hot dusty day, and promoter Frank Reasner promised everyone that the oil surfaced track will be back in shape for the next race if he has to drill his own well.

(Results on page 20)

Dave Bastian almost looses Matchless but took win nevertheless.

Lee Stumpenhaus slides a Barcelona bullet into first.

Mickey Alzola has it in the bag and the rest of the 175cc Novices know it. Mickey was riding that "other" Spanish two-stroke.

90cc Novices try to make up for lost time.

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175-MILE NATIONAL ENDURO-A- BRUTE

Illiana Speedway in Schereville, Indiana was the starting point of the 175-Mile National Enduro, an event which goes on record as having one of perhaps the highest incidence of mechanical attrition known in cycle sport history.

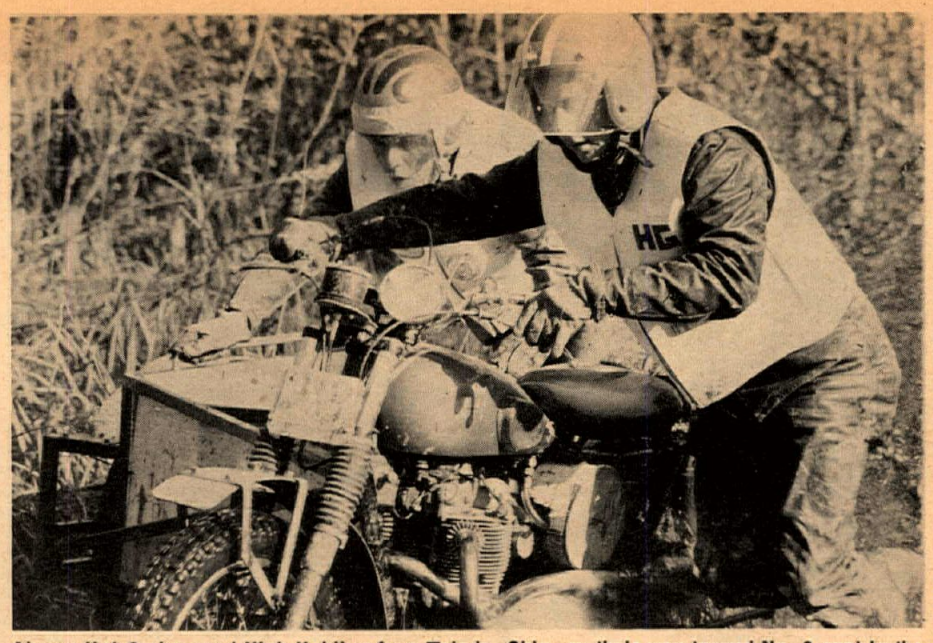
Participating riders termed it "A Brute."

Competitors from 18 states with 25 different makes of machines were on hand May 7th to do battle but only 19 of the 389 entrants went far enough to see the checkered flag. Most of them did not make it past the 12th check.

When all the scores were tallied up the high point trophy was awarded to Triumph-riding Bill Baird, making it his fourth 175-Mile Enduro win in a row.

(Results on page 20)

Dallas Nichols powers his Triumph to the "A" class victory. Note unusual front fender and skid plate.



Above: Hal Graham and Nick Hobling from Toledo, Ohio, on their way toward No. 2 spot in the sidecar class.

Below: Bud Mangum eases into the water on a difficult section of the course.

Photos by Jack Hall

BARSTOW M.C. HARE SCRAMBLES

Photo & Story by Dick Wright

J. N. Roberts came from behind to make it six wins in a row, as Husqvarna dominated the desert by taking five out of the first ten last Sunday at the Barstow M.C. Hare Scrambles.

One mile from the start all of the top riders were fighting for the lead, when J.N. Roberts hit a series of humps and did an endo. He got up quickly and took off again, but had dropped back to about twentieth spot. Leading at the smoke was the up-and-coming Orie Cole, on a Triumph.

Coming into the gas check after the first loop of the three-loop race, it was Howard Beach with Mike Patrick, Bob Belt and Larry Bergquist all close behind and pushing hard.

Roberts Flies Low

At this point of the race, some of the riders dropped out because of the 87 degree temperature and the rough course. But J.N. Roberts, who literally flies low with the front wheel off the ground and the throttle turned on, had gotten his lightweight Husky up on top of the deep sand and was really picking up time, and came into the pits for the second gas check with a minute lead.

By this time, the course was really getting chewed up with deep ruts and dug-out holes, and it was questionable whether Roberts could keep going at the fast pace he had set.

Everyone was standing at the finish line wondering if Roberts could do it again. The last loop took well over an hour, and the first man to come into view was the fantastic J.N. Roberts, who had stretched his lead to five minutes and took an unprecedented sixth consecutive win.

James Camaret was second, and Bill Hutton came out of semi-retirement to take third. First Amateur was Jack Rodine and the top Open Amateur was Bob Stewart.

TRAIL BIKES

The trail bikes started fifteen minutes after the combined open and lightweights, and they were to go one loop on the 31-mile course (which was plenty in that deep sand).

Tom Ruddy grabbed the lead at the smoke bomb, with Jack Morgan right behind him. Ruddy was able to hold on to first spot until they hit the third check, and then they both hit the rough-and-bumpy deep sand section where Morgan turned it on and pulled away. To quote Ruddy, "Jack is a fantastic rider in the rough stuff. He turns it on, keeps the front wheel straight, and lets it fly."

Morgan pulled into the finish in first place, with Ruddy taking second. Tom Fee grabbed third spot.

The first Amateur in was Rod Robbs and Jan Ditson was the first girl in, taking seventh spot.

The top Novice in was Eric Jensen taking eighth.

(Results on page 21)

#454 is unidentified as he glides across the desert in company with #201 Jim Marshall and another rider at a recent sagebrush bash.

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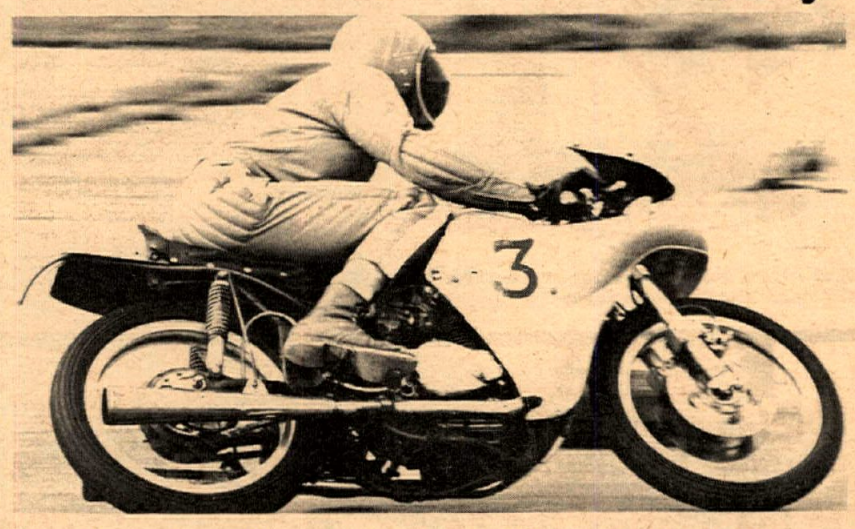

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All results unofficial unless otherwise noted.

RESULTS

ACA NATIONAL ROAD RACE
Riverside, May 21, 1967

LT. PROD. 125-175cc
Myron Tracy, Bellflower — Hon
Frank Smith, Oceanside — Kaw
F. Fulleylove, Montebello — Hon

200cc
David Damron, S.Berdoo — Suz
J.R. Lend, Riverside — Bul
Alfred DelGigante, S.Berdo — Suz

HVY. PROD. 250cc
Jon Graber, L.A. — Bul
Jim Deehan, N. Hllywd. — Kaw
David Damron, S.Berdoo — Suz

350cc
Ron Grant, S.Francisco — Yam
Robert Sharp — Yam

500cc
Vic Monuelli, S.Pasadena — Hon

OPEN
John McGillivray, L.A. — Tri
Robin Harrison, Pomona — Tri
Jerome Winter, Encino — H-D

250cc
Ron Grant, La Puente — Yam
Vincent Noone, Catalina — Yam
Art Baumann, S.Francisco — Yam

350cc
Art Baumann, S. Francisco — Yam
Larry Grossman, Pasa. — Hon
Chief Galbraith, Goleta — Kaw

500cc
Ron Grant, S. Francisco — BSA
Wes Cooley — Nor

OPEN
Dale Alexander, Wdlnd H. — H-D
Ken Gardner, Hntngtn Bch — H-D

SIDECAR
Ron Grant and Dave Burcha — Tri

LT. PROD. 50cc
Sid Chambers, Long Bch. — Mon
Bill Giles, Lynwood — Ital
Lawrence Singer, Torr. — Mon

100cc
Stephen McDermott, Mtbllo — Yam
David Kippel, L. A. — Yam
Edmund Light, Bev. Hills — Hon

50 CLASS I
Colin Jones, So. Pasadena — Hon
Tony Nicosia, Azusa — Hon

CLASS II
Paul Wilde, L.B. — Yam
Steve Ricketts, Goleta — Toh
Sid Chambers L.B. — Mon

100cc
Ron Grant, — Yam
Jeffrey Pasternak, L.A. — Yam
David Jones, S. Barbara — Yam

125cc
Steve McLaughlin, Covina — Hon
Bruce Shaw, Glendale — Hon
Chief Galbraith, Goleta — Bul

175cc
Dave Allee, Inglewood — Hon
G.R. Brown, El Monte — Mon
Ken Gill, Riverside — Bul

BARSTOW M.C. HARE SCRAMBLES
Sunday, May 14, 1967

11.	J.N. Roberts	500 Ex.	Hus
2.	James Camaret	Op. Ex	Tri
3.	Bill Hutton	500 Ex	Hus
4.	Jerry Perkins	Op Ex	Tri
5.	Jack Byers	Op Ex	Tri
6.	Jack Rodine	250 Ex	Hus
7.	James Martino	500 Ex	BSA
8.	Ron Fry	500 Ex	Hus
9.	Chas. Kocsis	250 Am	Hus
10.	Bob Stewart	Op Am	Tri

TRAIL BIKES

1.	Jack Morgan	Ex	Hod
2.	Tom Ruddy	Ex	VT
3.	Tom Fee	Ex	Hod
4.	Jack Froelich	Ex	Hod
5.	Rod Robbs	Am	?
6.	Wm. Lindsay	Am	?
7.	Jan Ditson	Ex	?
8.	Eric Jensen	Nov	?
9.	Wallace Dibble	Am	?
10.	Jim Mahoney	Nov	?

ASCOT FLATTRACK
May 19, 1967

15 LAP EXPERT FINAL
1. Dan Haaby — BSA
2. Sammy Tanner — BSA
3. Mel Lacher — H-D
4. Chuck Jones — BSA
5. Chris Draayer — H-D
6. Mert Lawwill — H-D
7. Dick Hammer — Tri
8. S. Seabourne — BSA
9. Cal Rayborn — H-D
10. Ralph White — BSA

8 LAP NOVICE FINAL
(Shortened to six)
1. Rick Woods — Suz
2. Dave Smith — H-D
3. Joe Hamilton — Yam
4. Jim Lesley — H-D
5. Ron Stinnett — Yam
6. George Omo — Mon
7. Lee Wheeler — Mon
8. Gary Janich — Yam
9. Ken Lighthouse — Yam
10. Harold Allison — Yam
11. Glen Baird — Bul
12. Midge Griffith — Duc

10 LAP AMATEUR FINAL
1. Jimmy Odom — Tri
2. Marty MacDonald — H-D
3. Keith Kruser — BSA
4. Gary Waldo — H-D
5. Mari Todd — H-D
6. Don Dobbins — Enf
7. Paul Branson — BSA
8. Phil Todd — H-D

ELSINORE TT
Saturday May 20, 1967

100 NOVICE
M. Carver — Hod
B. Maynard — Bul
P. Yrigollen — Hod

200 NOVICE
G. Mazon — Bul
J. Graver — Bul
R. Larry — Bul

250 NOVICE
R. Termin — CZ
L. Nolen — Bul
J. Lindeberg — Bul

350 NOVICE
J. VanHorn — BSA
K. McKenzie — Gre
G. Fodor — Mai

500 NOVICE
D. Border — Tri
L. Taylor — BSA
D. Burkman — BSA

OPEN NOVICE
B. Kazulis — Tri
D. Burkman — BSA
G. Bandy — Tri

100 EXPERT
F. Edwards — Hod
M. Carver — Hod
J. Connally — Hod

250 EXPERT
J. Kopp — Gre
T. Rockwood — Bul
R. Schull — Bul

350-500 EXPERT
C. Cargo — BSA
J. Flores — Tri
G. Lay — AJS

OPEN EXPERT
W. Harper — BSA
J. Foxe — Tri
C. Wheat — Tri

SWEEPS
C. Cargo — BSA
W. Harper — BSA
J. VanHorn — BSA

STATE CHAMPIONSHIP EUROPEAN SCRAMBLES BY SIMI VALLEY M.C.

UNOFFICIAL RESULTS

TRAIL BIKES
1. Jack Morgan — Hod
2. Frank Morgan — Hod
3. Tom Ruddy — VT
4. Pet Foster — Hod
5. William Lindsay — Hod

250 NOVICE
1. Bill Ydiando — Hus
2. Bill Menchen — Gre
3. Bob Kulek
4. Dexter Halldin
5. Ken Coker

250 AMATEUR
1. George Walker — Bul
2. Chuck Kocsis — Hus
3. Al Vanderpool — Hus
4. Ron Hall
5. Arden Schug

250 EXPERT
1. Bob Belt — Gre
2. Gary Cole — Hus
3. Charles Gates — Bul
4. Dennis Torgerson
5. G. Thomas

OPEN & 500 NOVICE
1. Al Baker
2. Tom Simpson — Tri
3. Earl Roeseler — Tri
4. Dale Baker — Tri
5. Glen Peterson — BSA

OPEN & 500 AMATEUR
1. Howard Beach — Tri
2. Jerry Perkins — Tri
3. Bruce Lewellyan — Tri
4. Ray Bierman — Hus
5. Ron Sloan

OPEN & 500 EXPERT
1. Jack Byers — Tri
2. Bob Ewing — Tri
3. Pat Patrick — Nor
4. Steve Hurd — Mat
5. Ron Fry — Hus

VALLEJO SPEEDWAY

AM-EX. MAIN
1. Roger Goldthwaite — Bul
2. Mike Yarn — Mon
3. Jim Odom — Suz
4. Bobby Self — Bul
5. Dwane Francisco — Suz
6. Lloyd Houchins — Bul

AM-EX. T.D.
1. Roger Goldthwaite — Bul
2. Lloyd Houchins — Bul
3. Bobby Self — Bul
4. Jim Odom — Suz

NOVICE MAIN
1. Tony Williams
2. Mark Breslford
3. ?
4. Scott Wilson

AM-EX. SEMI
1. Ken Weakley — Bul
2. Mike Yarn — Mon
3. John Hall — Duc
4. Gene Conant — Bul

NOVICE T.D.
1. Tony Williams
2. George Carter

(Results by Bill Pitschner)

NEXT WEEK RESULTS OF
MODESTO M.C.
HILLCLIMB May 14
LIONS M.C.
MOTO CROSS May 21
MALTBY RACEWAY May 14
CHICO CYCLE LAND May 13
175 mi. NATIONAL ENDURO
PERRIS May 21

May 21, 1967 LIONS RESULTS

TOP STREET: Bruce Miller	H-D	12.23–107.63
RUNNER UP: Rich Newman	Tri	12.50–108.30
TOP GAS: Steve Rowles	Suz	12.65–100.11
STOCK STREET:		
AA/ Leonard Hyde	H-D	15.64– 82.41
B/ Harry Couch	Tri	14.47– 86.70
D/ Larry Hall	Hon	17.93– 66.81
E/ John Clark	Yam	17.13– 68.13
MOD. STREET:		
AA/ Burt Proctor	H-D	12.37–104.00
A/ Bruce Miller	H-D	12.23–107.63
B/ Rich Newman	Tri	12.50–108.30
C/ Brian Harrington	Tri	13.50– 96.35
E/ Stan Smith	Kaw	14.35– 92.30
F/ Steve Hanley	Hon	19.43– 63.15
GAS:		
A/ Warren Murphy	H-D	12.98–103.00
E/ Steve Rowles	Suz	12.65–100.11
FUEL: B/ Bob Borgan	Tri	13.40– 70.00

May 20, 1967 IRWINDALE RESULTS

TOP STREET: Bruce Miller	H-D	12.33–106.00
JR. STREET: Vince Rowles	Suz	13.68– 93.94
TOP GAS: Johnnie Eastes	H-D	12.42–107.00
JR. GAS: George Tupper	Tri	12.96–101.35
COMP. GAS: Bob Braverman	Yam	12.47–105.62
TOP FUEL: McEvoy–Martinez	Tri	10.31–155.70
JR. FUEL: Tony Dodge	Tri	11.41–125.34
COMP. FUEL: Ray Downard	Hon	12.67– 99.33
AA/STREET: Bruce Miller	H-D	12.33–106.00
B/ST: Newman/Howe	Tri	12.44–108.00
D/ST: Jack Murphy	Suz	13.52– 97.64
E/ST: Vince Rowles	Suz	13.68– 93.94
F/ST: John Mutter	Hon	18.04– 70.25
AA/GAS: Johnnie Eastes	H-D	12.42–107.00
B/GAS: George Tupper	Tri	12.96–101.35
C/GAS: Len Jasmin	Tri	13.14–100.00
D/GAS: Bob Braverman	Yam	12.47–105.62

TROJAN SPEEDWAY
Tuesday May 16 Short Track

100cc CLASS
1. Don Dudek — Hon
2. Gary Calkins — Yam
3. Bruce Nosbusch — Hod
4. Jim Raymond — Hon
5. Larry Kearns — Yam
6. Gary Bailey — Hod

200cc CLASS
1. Jim Poulnott — Bul
2. Marty Endless — Hon
3. Bill Fulton — Hon
4. Randy Layne — Gil
5. Tom Warren — Bul
6. Frank Barrena — Bul

250cc CLASS
1. Keith Mashburn — Gre
2. Gene Cannaday — Duc
3. Coco Campbell — Hon
4. Carl Showlund — Mon
5. Doug Hilton — Gre
6. Jeff Nolke — Suz
7. Tom Wood — Hon

LIGHTWEIGHT T.T.
Thursday, May 18, 1967

100cc CLASS MAIN EVENT
1. Jim Raymond — Hon
2. Gary Bailey — Hod
3. Eric Jensen — Bul
4. Don Leal — Yam
5. Tom Stowell — Hod
6. Bill Fulton — Hon
7. Jerry Formby — Hon
8. Bill Potts — Bul

101cc-200cc CLASS MAIN EVENT
1. Bob Williams — Bul
2. Bill Arter — Hon
3. Larry Sherell — Bul
4. Bill Fulton — Hon
5. John Savage — Bul

250cc CLASS MAIN EVENT
1. Eric Olesen — Mon
2. John Silva — Bul
3. Doug Hilton — Gre
4. Bob Bates — Bul
5. Tom Wood — Hon
6. Denny Polliccia — Suz
7. Chuck Campbell — Hon
8. Frank Spangler — Bul

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BAY MARE
May 21, 1967

90cc NOVICE
Linus Beall — Yam
Devon Sowell — Bul
Joe Gongales — Hod
Ron Typer — Hon
Julio Pleezo — Hod

90cc AM/EX.
Jim Northern — Hon
G.R. Judge — Bul

175cc NOVICE
Mickey Alzola — Mon
Wade Zimmerman — Bul
Buddy Carter — Hon
Craig Cove — Gil
Art Amarillas — Hon

250cc AM/EX.
Lee Stumpenhaus — Bul
Chuck Berry — Bul
Micheal McClain — Bul
Nick Verndo — Mon
Frank Nestor — Bul

250cc NOVICE
Glen Beard — Bul
Jim O'Neal — Mon
Tony Capistrano — Bul
Terry Young — Hon
Walter Bird — Gre

350 NOV/AM.
Richard Wunda — Hon
Asa Garl — Hon

500cc NOVICE
Dave Bastian — Mat
Robert Curtis — —
Jack Rassi — Ari

650 AM/EX.
Jerry Willingham — Tri
Bill McCoy — H-D
Buddy Carter — Tri
Ron Bach — BSA
Paul Schnerder — Tri

MESA SPEEDWAY
EXPERTS M.C.
San Diego, May 21, 1967

100cc NOVICE MAIN
1. Jim Harmon — Yam
2. Terry Agbunag — Bri
3. Dale Humphrey — Bri
4. Frank Fujikawa — Bri

100cc EXPERT MOTO
1. Jim McGuire — Hod
2. Jim Dunn — Bri
3. Joe Phillipson — Bri
4. Mick Chiara — Hod

200cc MOTOS
1. Terry Mulkey — Bul
2. Jim McGuire — Hod
3. Dale Sachs — Bul
4. G.R. McNally — Bri

250cc NOVICE MOTOS
1. Earl Barker — Bul
2. Don Roszell — Duc
3. Larry Collie — Kaw
4. D. Middleton — Bul

250cc AM. & EX. MOTOS
1. Howard Kessinger — Duc
2. Stanley Hill — Bul
3. Larry Williford — Duc
4. Robert Duryea — Bul

500cc NOVICE MOTOS
1. George Nobbs — Tri
2. Bill Cain — R.E.
3. Dave Harding — Hon
4. John Vissat — Tri

500cc EXPERT MOTOS
1. Monte Darling — Hon
2. Don Finan — Hon
3. Randall Dodson — Tri
4. Steve Szikszoy — Tri

650cc & OPEN MOTOS
1. Dick Mills — Tri
2. Randall Dodson — Tri
3. Will Schieffer — Tri
4. Don Matthews — Nor

DEADMAN'S POINT EUROPEAN SCRAMBLES
Sunday, May 7, 1967

250cc CLASS
1. Bob Belt — Gre
2. Bill Ydiando — Hus
3. Glenn Thomas — Gre
4. Carl Steven — Gre
5. Sandy Armstrong — Hus
6. Neil Winston — Hus
7. Bruce Kawell — Hus
8. J.E. Carr — Mon
9. Gary Gibson — Hus
10. Frank Cochrane — CZ
11. Gary Sonn — Gre
12. Terry Kawell — Bul
13. Eugene Cox — Gre
14. John Burkey — ?
15. Jimmy Stein — Hus
16. Jim Pitman — Bul
17. Gary Shafer — Hon
18. Larry Willett — Mon
19. R. Elias — Duc
20. Dick Muhlmeyer — Duc
21. Ken Griffin — Mon
22. Dale Wofford — Gre
23. Robert Monaghan — Mon
24. Monte Montgomery — Hus
25. Jack Rampey — ?

OPEN CLASS
1. Bob Stewart — Tri
2. Ron Fry — Hus
3. Doyle Fields — BSA
4. Bill Hutton — Hus
5. Bob McLaughlin — Hus
6. Chuck Nelson — Hus
7. Alfred Anders — BSA
8. Al Baker — Mat
9. Tom Martin — BSA
10. Mike Seitz — ?
11. Joe True — Tri
12. Lwight Harlow — BSA
13. Chuck Sugar — BSA
14. John Smith — BSA
15. David Hernandez — Tri
16. Phil Seitz — BSA
17. Ray Shafter — Hon
18. Steve Tarwin — Tri
19. Dick Constable — Ma
20. James Lovelady — Hon
21. Gerald Pilbrun — ?
22. Cal Sukut — Hon
23. Joseph Cappel — Mat
24. Jerry Cornwell — Nor
25. Myron Sukut — Tri

TRAIL BIKES
1. Frank Morgan — Hod
2. Jack Morgan — Hod
3. Al Baker — Hod
4. Bill Lindsay — Bul
5. John Sundeen — Hod
6. Bill Gaines — Hod
7. Jim Vericfer — Bul
8. W.H. Palm — Hon
9. Alan Givliary — Hon
10. David Goss — ?
11. Bill Nix — Yam
12. Dave Beck — Yam
13. Sandy MacPherson — Hod
14. Don Eide — Hon
15. Lloyd Taylor — Hod
16. Ken Jackowiak — Hon
17. Mike Keen — Hod
18. Del Pettingill — Hod
19. Chris Smith — Yam
20. Joe Hults — Hon
21. Bill Tosetti — ?
22. James Muntz — Hod
23. Dwayne Anstead — Hod
24. Steve MacPherson — Yam
25. Richard McMinn — Bul

NORTH AMERICAN AVIATION
Desert Fun Holiday
May 14, 1967

0-125cc
Tom Lee — 124cc
Dan Lanphere — 80cc
Mike Lanphere (2nd) — 90cc
Dick Ray (3rd) — 90cc
Bob Cernuda — 90cc
Grorer Schmid (4th) — 90cc
Dick Morrow — 90cc
Don Peloso — 80cc
Mike Aurla — 120cc
Warren Burrell (1st) — 100cc
Bill Keefe — 100cc
Tim Schmid — 90cc

126-250cc
Stan Johnson — 250cc
Kent Lentz — 250cc
Norman Woodruff — 250cc
Ruben Auila — 250cc
Jim Cottingham — 175cc
Tony Corderio — 250cc
Jim Goodson — 250cc
Tom Walter — 250cc
Gordon White (1st) — 250cc
Ken White (2nd) — 250cc
Jim Grantham (4th) — 200cc
Bert Grunseth — 250cc
Quentine White — 175cc
Wayne Axelsen — 175cc
Lee Jordan — 250cc
Ronnie Chatterton — 175cc
Fred La Sarge — 175cc
Jim Duke — 250cc
George Page (3rd) — —

251cc UP
Larry Miller (2nd) — 500cc
Bob Jones — 500cc
Ak Miller (1st) — 350cc
Marvin Miller — 350cc
Mike Merriman — 305cc
Dennis Jones — 305cc

ELSINORE TT
Saturday, May 13, 1967

100cc NOVICE
1. P. Yrigallen — Hod
2. R. Durand — Hon
3. K. Tennis — Bri

200-250cc NOVICE
1. M. Thompson — Bul
2. R. Williams — Bul
3. L. Hearn — Yam

350cc NOVICE
1. F. Spauldin — Hon
2. L. Curtis — Hon
3. J. Van Horn — BSA

500cc NOVICE
1. J. Myers — Velo
2. G. Smith — CZ
3. D. Border — Tri

OPEN NOVICE
1. T. Simpson — Tri
2. M. Lyon — BSA
3. L. Mitchell — Tri

200-250cc EXPERT
1. J. Kopp — Gre
2. C. Hatcher — Bul
3. R. Killingsworth — Bul

350cc-500cc EXPERT
1. J. Flores — Tri
2. D. Lenar — BSA
3. R. Killingsworth — Bul

OPEN EXPERT
1. T. Simpson — Tri
2. M. Gooding — Mai
3. J. Cowell — Tri

66 AMA COMP. POINT STANDINGS

Number	Rider	City and State	Mts	1st	2nd	3rd	4th	Pts
EXPERTS - FLAT TRACK								
7	Sammy Tanner	Wilmington, Calif.	36	41	29	7	5	311
45	Darral Dovel	Chicago, Ill.	41	22	29	16	8	237
15	Ralph White	Torrance, Calif.	29	27	19	17	4	230
52	Ronnie Rall	Mansfield, Ohio	28	38	9	3	4	227
22	Daniel Haaby	Gardena, Calif.	26	29	15	11	7	219
95	Fred Nix	Milwaukee, Wis.	26	33	7	8	3	205
22Z	Eugene Romero	San Luis Obispo, Calif.	27	22	16	10	11	189
1	Bart Markel	Flint, Mich.	22	28	12	2	-	180
51	Babe DeMay	Moline, Ill.	27	24	12	8	2	174
5	Larry Palmgren	Freehold, NJ	29	14	21	11	9	164
65C	Wayne Cook	Richmond, Va.	22	24	9	2	11	162
10	Neil Keen	Azusa, Calif.	39	11	15	22	12	156
37	Mel Lacher	San Diego, Calif.	23	16	10	14	10	148
18	Merton Lawwill	San Francisco, Calif.	22	17	9	13	6	144
85	Joe Messaros	Springfield, Ohio	32	11	18	12	8	141
AMATEURS - FLAT TRACK								
79E	Jack Warren	Clio, Mich.	35	63	9	2	2	339
48C	Michael Meyer	Riesterstown, Md.	33	36	18	9	4	256
58C	Edward Adkins	Hagerstown, Md.	23	24	18	6	7	193
52F	Leonard Waldo	Columbus, Ohio	29	19	8	22	9	172
12X	Ron Kruseman	Oxnard, Calif.	29	13	21	11	4	154
17X	Randy Say	Lakewood, Calif.	21	20	10	7	4	148
49R	John Carter	Burbank, Calif.	27	14	15	11	7	144
57F	Bill Betley	Cleveland, Ohio	20	15	17	6	3	141
36X	Peter Bodette	Playa Del Ray, Calif.	22	18	11	6	1	136
55X	Casper Grief	Huntington Beach, Calif.	26	12	9	16	8	127
10X	Johnny Isaacs	Riverside, Calif.	21	15	10	7	6	125
47R	R. G. Seaborne	Lawndale, Calif.	16	18	3	7	3	116
77U	Rodney Pink	Yonkers, N.Y.	20	13	11	6	2	112
71M	Roy Johnston	Bartlesville, Okla.	12	17	3	2	1	99
76F	Ben Kramer	Middletown, Ohio	15	7	13	11	2	98
NOVICES - FLAT TRACK								
256R	Marty MacDonald	Sepulveda, Calif.	32	37	16	6	8	253
255R	Lawrence Pruett	Bellflower, Calif.	29	41	7	8	3	245
295R	Donovan Roberts	Burbank, Calif.	30	25	19	6	5	199
102R	Phil Todd	Ventura, Calif.	26	18	12	8	7	149
254R	Mike Morton	N. Hollywood, Calif.	24	17	13	8	4	144
92E	Bill Goff	Flint, Mich.	19	21	4	1	3	122
234R	Daniel Kelly	Paramount, Calif.	16	17	4	6	1	110
99C	Michael Sponseller	Timonium, Md.	16	15	5	9	1	109
159R	Leonard Earl	Santa Ana, Calif.	27	6	14	12	11	107
177F	Tommy Morrison	Jacksonville, Ohio	12	15	7	1	-	98
89K	Richard Magner	St. Joseph, Mo.	18	9	13	4	4	96
99K	Harry Bellinger	Muscatine, Iowa	15	12	8	4	2	94
46A	Robert Reed	Reading, Pa.	17	12	5	6	4	91
324R	Jim Ashmore	Encino, Calif.	18	10	8	5	5	89
178F	David Perkins	Toledo, Ohio	12	13	5	4	1	89
SHORT TRACK								
41Y	Richard Faria	San Pablo, Calif.	25	53	14	10	3	330
92Y	Mason Corder	Sacramento, Calif.	29	47	20	13	5	326
95	Fred Nix	Milwaukee, Wis.	19	56	8	-	-	304
89Z	Duane Francisco	Walnut Creek, Calif.	23	36	22	6	7	265
11R	Jim McMurren	Nestor, Calif.	29	26	22	21	18	256
55	Roger Reiman	Kewanee, Ill.	19	37	16	7	1	248
2Y	Al Lauer	Sacramento, Calif.	22	31	13	14	7	229
64W	Bard Hanson	Bothell, Wash.	14	37	10	2	-	219
9	Gary Nixon	Baltimore, Md.	16	25	24	6	2	211
45	Darral Dovel	Chicago, Ill.	26	14	23	23	12	197
71	Daniel Welty	Deer Creek, Ill.	19	20	21	7	5	182
76	Dick Dorrestyn	San Pablo, Calif.	16	27	7	4	4	168
19Y	Phil Cancilla	San Jose, Calif.	17	16	20	6	4	156
18	Merton Lawwill	San Francisco, Calif.	15	15	12	10	7	138
52	Ronnie Rall	Mansfield, Ohio	10	21	7	3	2	134
EXPERTS - TT AND ROAD RACES								
69	Sonny Burres	Portland, Ore.	34	64	17	9	1	390
67	Glen Adams	Portland, Ore.	30	42	17	14	3	292
6Q	T. L. Hoglan	Portland, Ore.	31	20	24	22	12	228
48	James Corpe	Washington, Ill.	18	36	5	2	-	199
80	Emil Ahola	Tacoma, Wash.	20	33	7	2	3	194
22Z	Eugene Romero	San Luis Obispo, Calif.	30	24	13	11	9	190
12	Eddie Mulder	Burbank, Calif.	25	28	9	7	7	188
59	Gordon Van Leevwen	Bellflower, Calif.	22	17	22	10	4	175
31V	John Farlow	Portland, Ore.	19	20	20	5	2	172
46	Joe Evans	Bloomington, Ill.	18	16	11	5	1	113
16	Dick Hammer	Lakewood, Calif.	15	12	10	7	4	108
55Q	Gary Davis	Portland, Ore.	19	6	15	11	8	105
88	Jack Simmons	Artesia, Calif.	17	12	7	8	7	104
60V	William Donaca	Portland, Ore.	14	11	11	1	9	99
62	Dick Taylor	Kirkland, Wash.	19	4	14	16	1	95
AMATEURS - TT AND ROAD RACES								
16W	Donald McLeod	Tacoma, Wash.	23	47	7	4	3	267
39W	Lloyd Strunk	Ridgefield, Wash.	30	34	16	19	6	262
26X	Rich Thorwaldson	Los Angeles, Calif.	19	26	4	3	4	152
20Q	Larry Parker	Portland, Ore.	22	18	13	6	10	151
57V	Joe Dahners	Renton, Ore.	22	14	14	16	6	150
56Q	Merlin Thomsen	Portland, Ore.	29	13	13	15	11	145
39X	James Berry	Santa Ana, Calif.	20	14	18	5	-	134
77H	Harold Lyons	Indianapolis, Ind.	17	25	8	2	4	132
67W	Delone Bausch	Tumwater, Wash.	17	12	14	8	5	123
19Q	Jimmy Smith	Salem, Ore.	15	13	11	8	3	117
38W	Robert Fuller	Vancouver, Wash.	21	5	17	13	9	111
67Q	Gary Smith	Beaverton, Ore.	19	8	14	7	8	104
28W	Dennis Engberg	Seattle, Wash.	14	13	8	5	2	101
61H	Thomas Bowersox	South Bend, Ind.	15	10	13	4	2	99
40W	Chuck Winders	Olympia, Wash.	25	4	15	8	11	92
NOVICES - TT AND ROAD RACES								
153Q	Dick Donaca	Portland, Ore.	30	55	8	5	1	310
110W	Dave Hall	Astoria, Wash.	28	28	14	14	4	214
101W	Orlie Lohre	Alderwood Manor, Wash.	26	23	21	8	4	198
269W	Gary Saunders	Tacoma, Wash.	20	28	14	3	2	190
202W	Dana Holton	Sumner, Wash.	17	20	14	2	4	150
171Q	Dennis Glasgow	Salem, Ore.	20	16	14	6	6	140
103Q	Robert Anderson	Astoria, Ore.	33	10	17	13	13	140
141Q	Mark Fortier	Eugene, Ore.	17	18	9	4	5	130
162R	John Sprague	Culver City, Calif.	18	18	9	3	1	124
72W	Lloyd Wray	Tacoma, Wash.	18	13	10	9	3	116
106Q	Michael Welton	Beaverton, Ore.	20	8	16	10	1	109
53Y	Danny Reed	Bakersfield, Calif.	15	17	7	-	1	107
130Y	James Odom	Fremont, Calif.	10	19	1	1	-	100
155W	David Grout	Lacey, Wash.	17	13	8	3	3	98
267W	Bill Duback	Bremerton, Wash.	13	11	7	6	1	89

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HOLIDAY HARE 'N' HOUND

M is for the motorcycles, Mother.

by Joe Lopez

Mothers Day at Holiday, Calif. provided an interesting and unsanctioned race through the desert. It was all for fun as 37 desert riding enthusiasts and their families, employees of North American Aviation, organized and put on this excellent show of sportsmen boondockery.

With all sizes and varieties of bikes competing on a well-marked course which proved to be a funner, it was anyone's guess who would be the first man in. It proved to be Gordon White, riding a 250, first finisher overall on the three loop race.

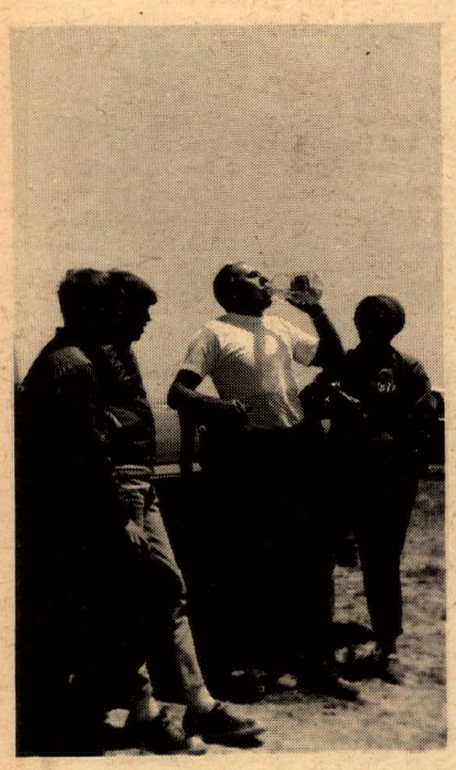
The track held a variety of challenges. There were at least two sand traps well-lined with yucca, many hills and whoop-de-do dips. It made for a day that Mothers, Daddies and everyone's kids could look back on with happy thoughts.

(Results on page 21)

Photos by Joe Lopez

Warren Burrell, winner of the 0-125cc displacement class on a Lobito.

Above: A pair of airplane builders on their day off. Tony Corderio pursues an unidentified Husky rider. Below: Relaxing with a cool non-alcoholic drink is famous hot rodder Akton Miller, who takes to two wheels to "get away from it all."



"Come along, Shaggy. There must be a tree in this desert someplace!"

Gordon White, first overall in the combined 126cc-to-open class slows down for the checkers.

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SEE CYCLE NEWS
AT BOOTH #71
CYCLE WORLD SHOW

STATE CHAMPIONSHIP EUROPEAN SCRAMBLES

Story & Photos by Dick Wright

A European scrambles is a race laid out as a short course, approximately five miles long. Each class goes separately for about forty-five minutes, or four or five loops. It is a popular type of race, especially when the weather gets hot. On Sunday, May 21 they were going for the big one – the State Championship.

Brother Frank Sets Sail

The day's racing got started at 8:00 a.m. with a practice lap for the large turnout of trail bike riders. The banner was dropped at 8:15 for the start of the race with Jack Morgan, and Pete Foster, both on Hodakas, and Tom Ruddy, on a Van-Tech, hitting the open trail and holding the first three spots. About two miles out, Frank Morgan worked his way up to fourth spot and set sail to pick up the next man in front of him.

Frank Morgan worked his way up to second spot. Pete Foster and Tom Ruddy were dueling for third spot when Foster hit a short, rocky hill a little too fast and bobbled, which let Ruddy slip by to take third and Foster fourth.

250 Novices

All of the 250cc riders got a parade lap, and then the 250 Novices were lined up for the start of their race. Most of them got off and going, but there were a few that had trouble getting their bikes started.

On the first lap, it was Bill Menchen, on a Greeves leading, with Bill Ydiando, was able to pass him and come in for the win, while Menchen pulled in to take second.

Who Put that Bush In the Course?

The 250 Amateurs were the up next. On the first lap it was George Walker with a good lead, and second in was Chuck Kocsis. On the fifth and last lap we could see Walker coming up in good shape, but about 100 yards out he hit a big bush and did a spectacular crash in a cloud of dust. He got up, but had trouble getting the bike started. In the distance, we could see Kocsis coming up fast, but Walker finally got the engine fired up to come in for a well deserved win. Kocsis took second, and Al Vanderpool came in third.

250 Experts

The 250 Experts were next and by this time it was getting real hot out in the desert and the riders were getting tired. Bob Belt, on a Greeves, was the first man to come over the hill, but went a little wide coming into the pits, and Gary Cole, on a Husky, pulled right up to him. Belt was able to regain the lead coming out of the pits.

Belt and Cole diced all the way through the five-lap race with Belt holding the lead and Cole right behind him, pushing hard all the way. At the finish it was Belt, Cole, and Charles Gates, on a Bultaco, pulling in for third.

The next order of business was a practice lap for the combined Open and 500cc classes. After the parade lap, the Novices were lined up for their start, and as usual, there were a lot of them. They all got off well, with Mase Ryan, setting a fast pace in the lead, and Al Baker, (an ex-Trail Bike rider), holding second spot. They went the entire five laps in this order, and finished the same way.

Triumph Victorious

Soon the combined Open and 500 Amateurs were flagged out with Howard Beach, on a Triumph, grabbing the lead early, and Jerry Perkins, also on a Triumph, dropping into second.

Beach has been a fast riding Amateur, and as the laps went on and he built up a bigger lead. He was still the leader at the end of the last lap, and Perkins pulled in second. Bruce Lewellyn, worked his way up to third spot. Beach was really tired after the race, and it took a little time before he got his breath back.

Number 13 Unlucky

The last race of the day was the combined Open and 500 Experts. They all fired up and took off for a fast, clean getaway. Coming into the pits for the first lap, it was J.N. Roberts, on his trusty Husky. All the Experts were bunched up right behind Roberts as they came in and made the left turn to start the second lap. This was a fast moving group, and the entire pack was in and out before you could turn around.

On the second lap, it looked as though J.N. was going to make it seven desert wins in a row. But Lady Luck struck Roberts a cruel blow on the third lap, as he threw a chain while still holding a big lead.

Jack Byers, on a Triumph, took over the lead at this point and finished first. Bob Ewing, on a Triumph, came in second, and Mike Patrick, pulled in third. Steve Hurd, on a 500 Matchless single, came in fourth and took first 500cc.

(Results on page 21)

MESA SCRAMBLES

by Earl Roloff

The Experts M.C. of Spring Valley were blessed with perfect weather for their first endeavor at an AMA sanctioned sporting event and went through the entire affair like true professionals.

The weather on Sunday, May 7 was hot and the action proved even hotter. The poster advertised practice at 9 a.m. and that's exactly when the pits came to life. First race was at noon.

Juveniles Impress

Starting with the 100cc class, it looks like we have a very familiar name to haunt us again. Little 16 year old Don Emde, the son of old #7 Floyd Emde, pulled his third straight Main Event win by nipping John Payne and his Hodaka right at the line for the win. Both of these juveniles are just about ready to take on the white plates in this area.

A familiar face, Jim Dunn, had a ball playing with Jim McGuire in the 100cc Expert class, but Jim got his frustrated revenge by jumping into the 200cc class, and but for two superb rides by Dale Sachs, would have sent the 200 contingent home shamefaced.

Kamikaze Kawasaki

The crowded 250cc Novice Main saw Don Roszell take it in the closing laps on his steady Ducati. A word of mention must go to Larry Collier, who must have thought he was riding a Kamikaze instead of a Kawasaki while chasing the Ducati of Don's. If this kid had had a set of tires there's no telling what he would have done. His bike had everything on it but saddlebags as it was.

Heart Failure

The 500cc Novice class saw Cain and Nobbs (supposedly buddies) tangling bars until the last lap. Open Novice honors again went to 16-year old Will Schieffer who is rarin' to get into the Open Expert class.

Johnny Apple and his nasty Norton took Open Expert honors, but not before Al Finian, on a 500cc BSA single, gave him heart failure taking the first moto away from him and hounding him the remainder of the day.

(Results on page 20)

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Photos by Dave Gooley

MILLION $$ WORTH OF TALENT OPENS NEW BSA AGENCY

If you stayed away from the television tube one recent Friday night and went instead to the House of Yamaha in West Los Angeles, you could have seen dozens of TV and movie stars in person in a few minutes. What brought the stars to the shinding was proprietor Pete Joseph's celebration of his new BSA franchise. Pete is well known among the Hollywood studio set as the dealer who will go to any lengths to provide service with a smile to his customers. A list of Pete's customers sounds like casting call for an Academy Awards banquet. Among those he has put on Yamahas or BMW's are Bing Crosby, Robert Taylor, the Smothers Brothers, Jerry Van Dyke, Ruta Lee, and, as the credits say, many more.

Stars who were out that night to celebrate the BSA acquisition included, from TV's "F Troop," Marty Ingels, Rod Taylor, Dick Gautier ("Mr. Terrific"), Michelle Lee, Jim Farentino, Diana Hyland of "Run for Your Life", Leonard Nimoy of "Star Trek", Mark Svade of "High Chaparrel", Joby Baker of "Good Morning World", Gary Collins of "Iron Horse", Karen Jensen, a Universal Starlet, former Miss America Mary Ann Mobley, Producer Don Penney, Larry Hagman of "I Dream of Jeannie", Jeannie herself, Van Williams of "Green Hornet", Bob Denver, star of "Gilligan's Island", Ken Berry, Robert Walker Jr., the new Batgirl on the "Batman" series, Yvonne Craig, Bill Bixby and Ray Walston, stars of "My Favorite Martian", James MacArthur, Joyce Bulifant of "Happiest Millionaire", and Eddie Foy Jr.

Stars of the motorcycle industry were represented almost as well. Besides all the major publications, there was Lionel Jofeh, new Managing Director of BSA in England, accompanied by Pete Colman and Joe Hope of BSA-Western and last, but not least, the autograph collectors in their droves.

House of Yamaha turned out a beautiful job of decoration and there were the inevitable searchlight and refreshments. Mr. Jofeh, fresh from Britain, admitted it was not the "usual" kind of motorcycle store opening, but quite appropriate to the new bold world of BSA.

• 18,000-MILE JOURNEY •

Two Canadian adventurers, Claudette Veronneau of Montreal and Alfred de Valle of Toronto, ride their motorbikes down Fifth Avenue as they arrived in New York to complete the next-to-last leg of an 18,000-mile motorcycle and motorscooter round trip between Montreal and Rio de Janeiro. The Canadians made the epic journey as their personal contributions to the Canada Centennial celebration. They left Montreal last October and travelled through the U.S., Mexico, Costa Rica, Panama, Ecuador, Brazil, Colombia, Peru, Chile, Guatemala and Argentina.

Claudette made the trip on a Lambretta scooter and Alfred drove his Jawa motorcycle.

Photo by Wagner International

RIDE IN AND CLEAN UP IN NEW SAN JOSE EMPORIUM

Ed Brooks, held his Grand Opening May 5th and 6th. It was a big success, to say the least. On hand to answer questions about his line of motorcycles which include Norton, Ducati, Moto-Guzzi, Hodaka, Vespa and Triumph, was Eli Garfein of ZDS Motors Corp. Bill Cumbe, Vice President of Maynard Insurance, was there also to answer questions about motorcycle insurance with first hand information.

It is an injustice to call Brooks Cyclery in San Jose a "shop." The main showroom is large, well lighted and is carpeted wall to wall. It is quiet and clean in appearance. The parts and accessories are displayed in showcases, free of clutter. Ed has provided a lounge upstairs for anyone who wants to wait while their motorcycle is being serviced or who just wants to do a little bench racing out of the customer's way. (Get this) For his customers Ed has also provided showers and dressing rooms.

The shop area itself is designed with the mechanic in mind. Ed has all the facilities, a complete machine shop as well as welding. And he has enough parking space for several hundred motorcycles.

Ed Brooks and his crew have been working for several months to get the building in its present beautiful condition and he has spared no expense in doing it. It is a most attractive motorcycle shop.

Written by Donna Griffith

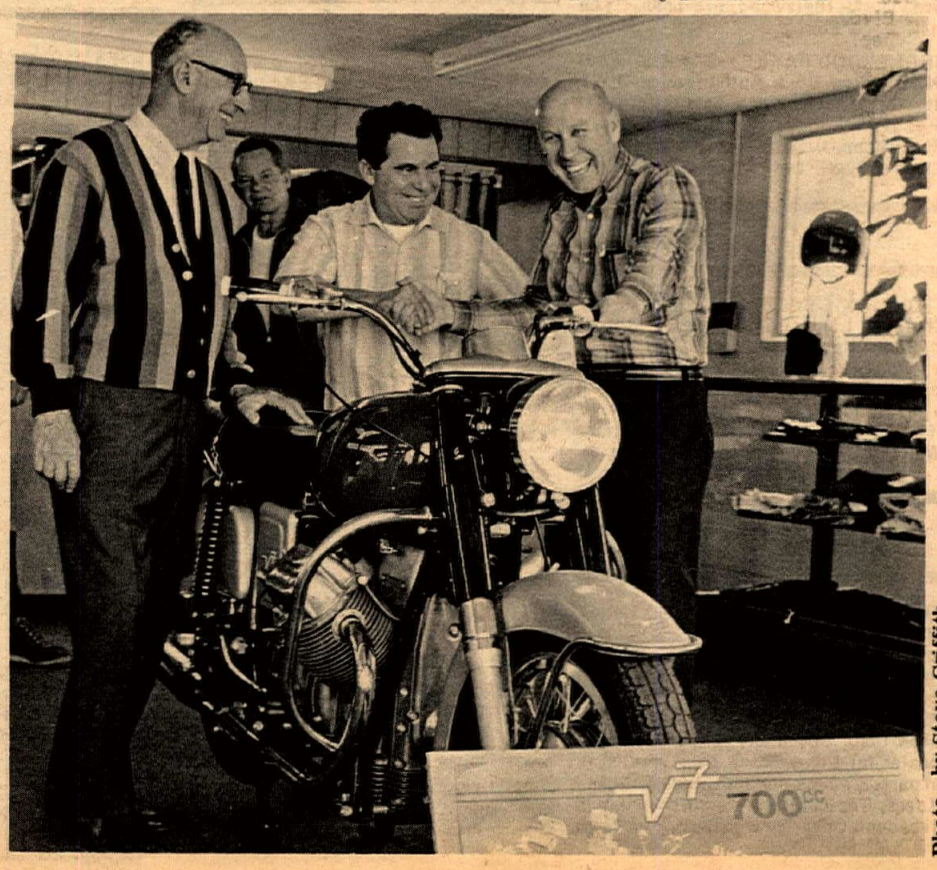


Photo by Steve Griffith

TROJANS TRY NEW JUMP

The Playboys introduced a new TT course for the lightweight sportsman riders and this one has all the trimmings, including a jump.

250cc class point leader Eric Olesen found the new course to his liking as much as the old course. He led from start to finish in the Final but was pressed much of the way by San Jose visitor, John Silva who finished a close second.

Bob Williams and Bill Arter finished one-two in the 200cc class Final, with Williams on a 200cc and Arter on a 260cc machine.

Jim Raymond made it two straight wins in a row over Gary Bailey in the 100cc Final, with Eric Jensen a close third.

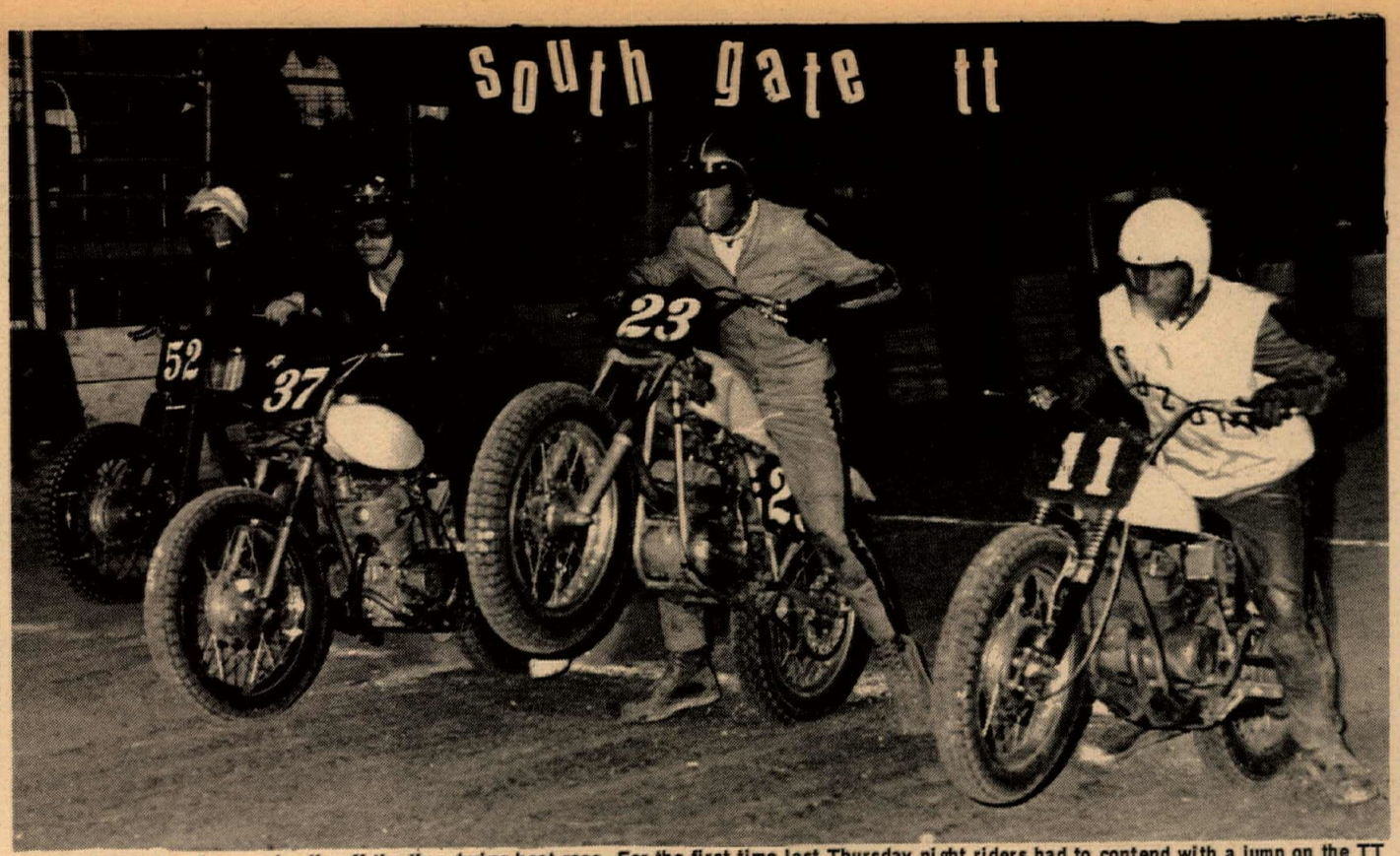
Raymond also won the Sweepstakes Handicap Final for the second time straight and again scored the upset over the larger machines.

The new jump, a last minute addition, has now been built higher and affords the riders a much smoother take-off and landing area.

Like the Tuesday night short tracks, the Thursday night TT's also get underway at 8:15 p.m. Pits open 6:00 and close at 7:30 p.m.

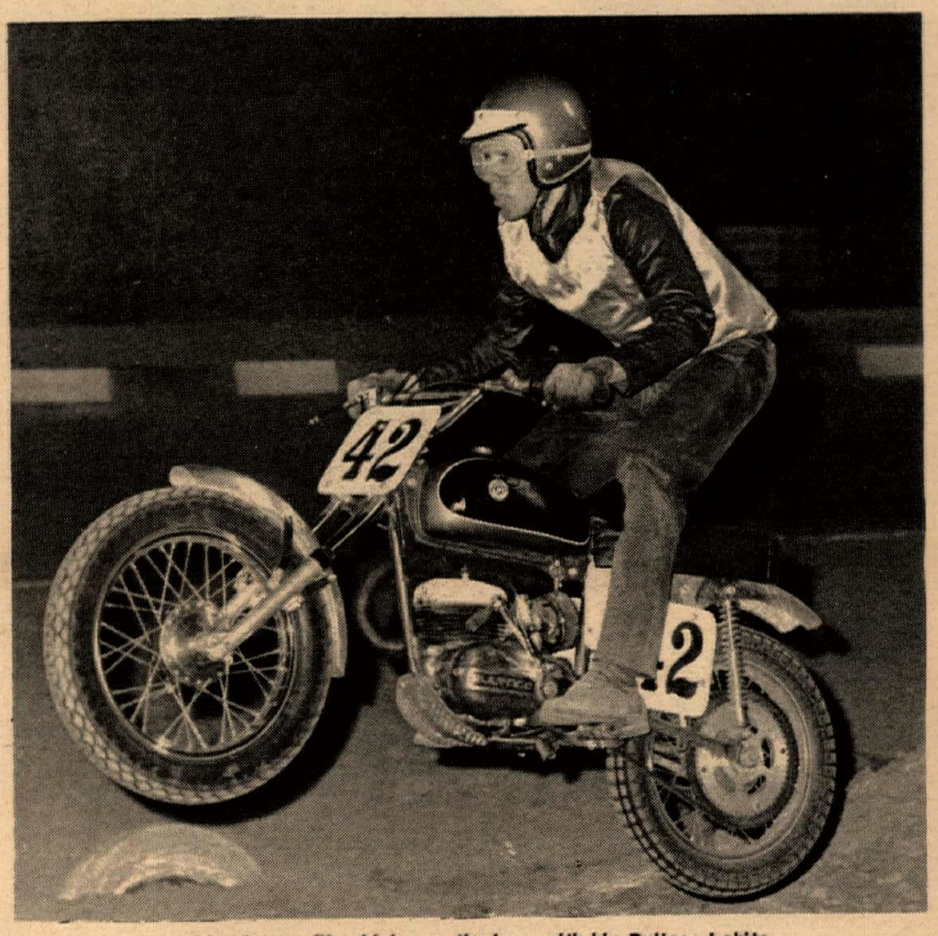
(Results on page 20)

Photos by Dennis Dreene



Oops, Bob Bates does a wheelie off the line during heat race. For the first time last Thursday night riders had to contend with a jump on the TT course.

Bill Arter (77) and Larry Sherell have a bash for second.



Eric Jensen flies high over the jump with his Bultaco Lobito.

Point leader Eric Oleson found the new course and the jump much to his liking and wiped out the 250cc competition.

Off they are for the Main. Eric Oleson (3) breaks off the line first. Others are Bob Bates (23), Doug Hilton (42) and John Silva (00).

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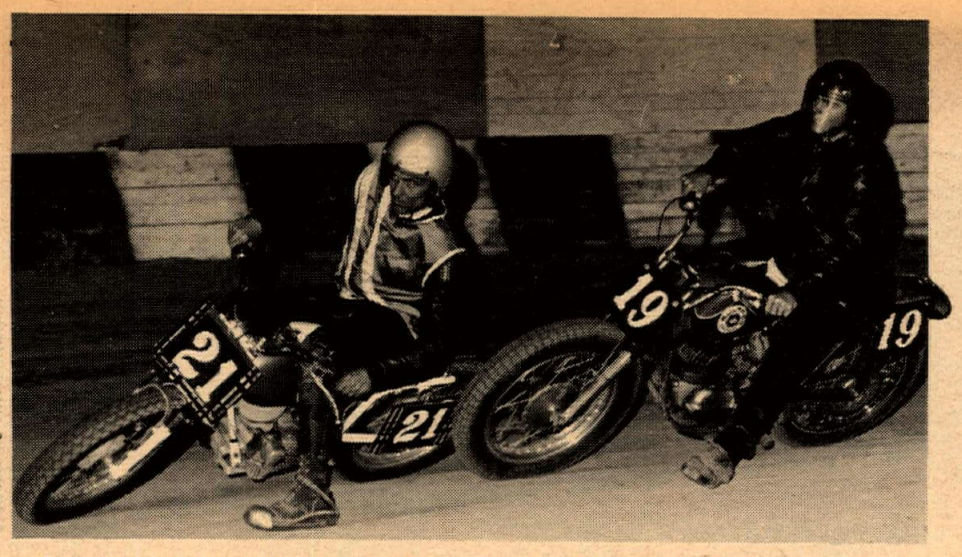
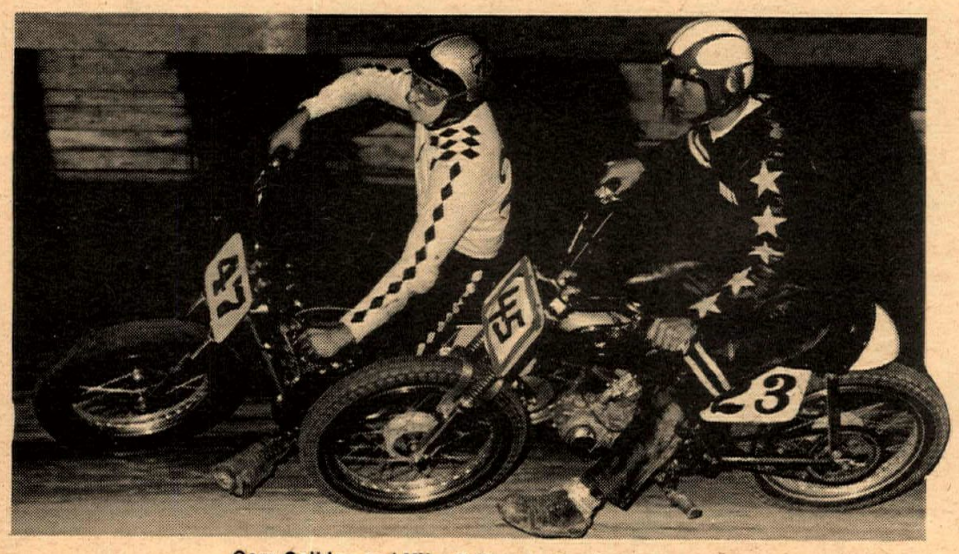
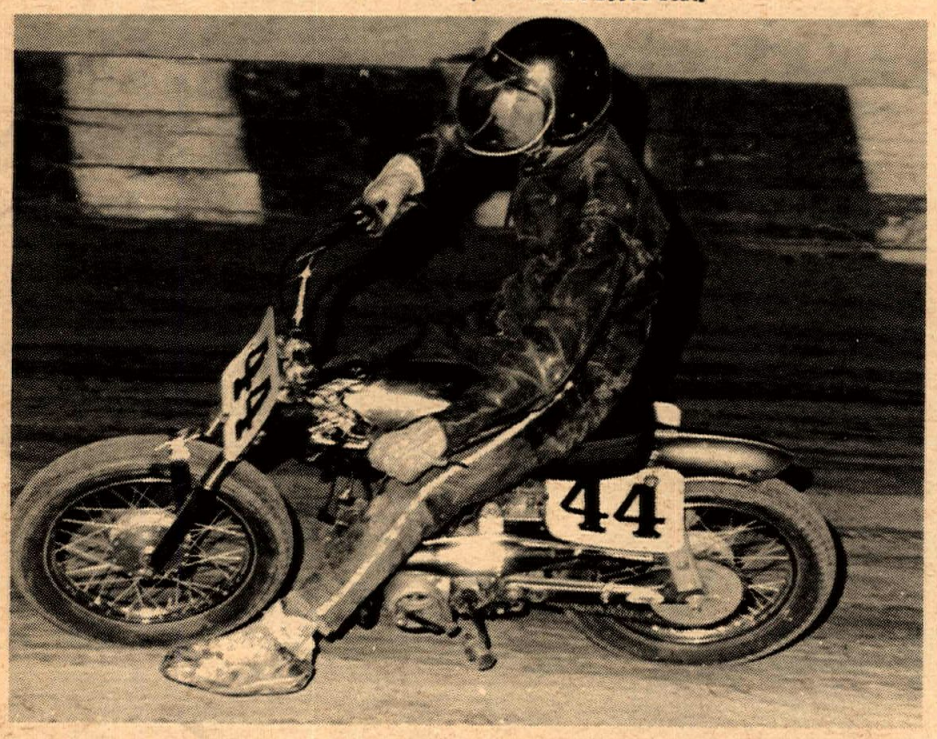


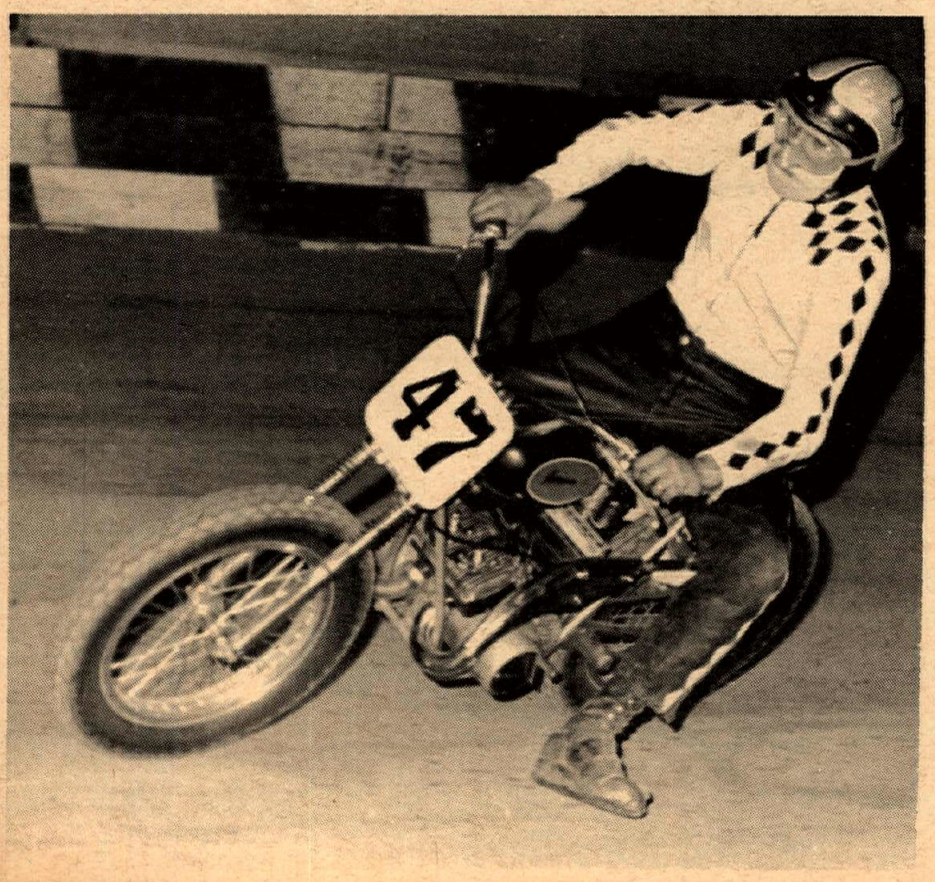
Above: Randy Lane and Steve Grosser have a set-to. Right: Easy does it Tom Clark!



Gary Calkins and Mike Spitzer in the 100cc bout.



Dial on the throttle, straighten her up, and the next thing you know you've made it through another turn!



Gary Calkins on the fast Yamaha Twin Jet which wasn't quite fast enough to win the Main for him.

SHORTRACK SCENE

On Tuesday night, young Don Dudek became the latest to win the 100cc class Main Event on the Trojan oval and also took the point lead.

Fast-improving Jim Poulnott upset previous winner, Marty Endless, to capture the 101-200cc Main Event and Keith Mashburn continued his winning rides in the 250cc final.

Hondas, Yamahas and Hodakas continue to be the leading brands in the 100cc division.

The win column now stands at two wins for Yamaha and two for Honda in the 100cc division, with three Main Event winners in four weeks.

The 200cc class also has produced three winners in four times out with Poulnott now being the man to beat.

The 250cc class has three time winner Mashburn and one time winner, Ted Yoder. Mashburn rides Greeves, Yoder, H-D.

The largest crowd (and it is getting bigger every week) was on hand last Tuesday night to see many new names in AMA racing circles try their luck. Short track racing at Trojan is now running every Tuesday night with race time at 8:15 p.m.

(Results on page 21)

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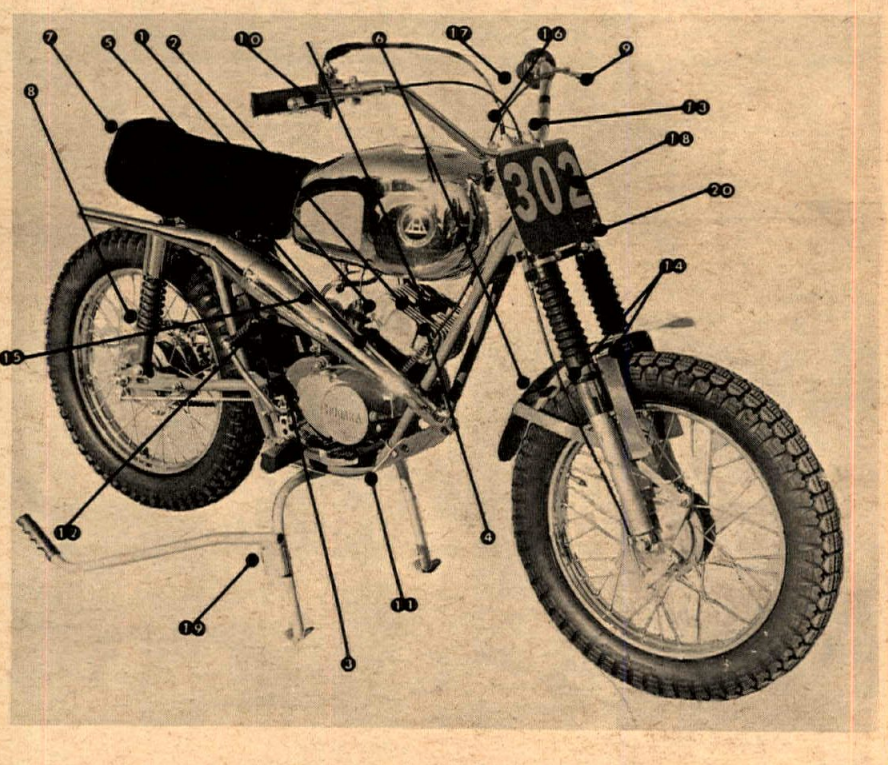

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MALTBY HOSTS MOTHERS

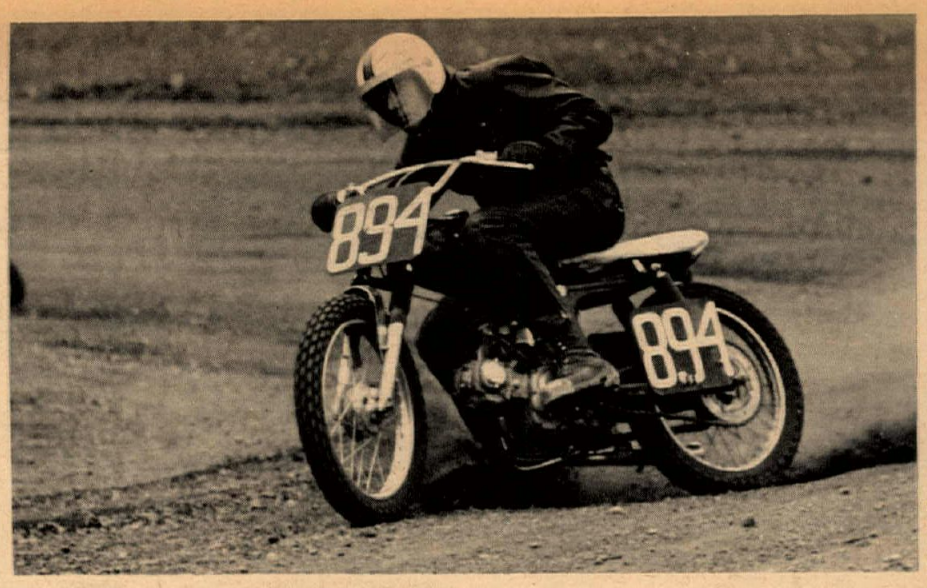
by Marty Arrington

On May 14th, Mother's Day, a sportsman scrambles event was run by the Maltby Motorcycle Club at the "Corey Park" track located just northeast of Seattle, Washington. Racing started on schedule, under overcast skies, but the rain held off and the track was in excellent condition.

Apparently these events are well liked, as a large crowd of spectators turned out to watch these sportsmen ride everything from a stock 80cc Suzuki to a hot 600cc Matchless. The ages ranged from 11 year old John Marinaccito experienced riders in their 40s.

The Maltby Club plans to run sportsman races at this TT type track through the season and looks forward to some professional activities in the future.

Ron Hoppe, one of the Northwest's top professional riders flags Speedy Weaver as he clinches last place in the Open Main.



Dick Redmond, on a Honda, pours it on coming out of a turn.

Lightweighters Jim Dunn (904), Eddie Elliott (913), Randy Jackson (02) and Roger Melstrom determined to gain advantage on one another in the turn.

Photos by Vic Ebbutt

ELSINORE NIGHT LIFE

by Don Wallen

Of interest to quite a few riders, especially desert types and Moto cross riders, is that there will be a European-type Rough Scrambles held at Elsinore as a daytime event on a Sunday in the near future, so keep watching CYCLE NEWS and Elsinore Night Life for further details. A correction is in order in that two times in the past, J. Foxe on a Triumph has been listed in the results as the winner of the 500 Expert when it was really Joe Flores on a Triumph! O.K. Joe, you can let up on us now.

100 Novice Am.-Ex.

This is a very competitive class and on May 20th the shoes that showed good speed in practice and early heats were C. Wheat, M. Carver, S. Larson, S. Rispin, P. Yrigollen, and B. Maynard. The start was very wild with everyone wondering how they all made it over the first hill. Hodaka-mounted M. Carver did the chute job on the rest of the field and stretched his lead out for a comfortable win, giving B. Maynard on a Bultaco the second spot and P. Yrigollen third. F. Edwards on a Hodaka, did his usual best taking first in 2 heats and first in the Main.

Open Experts

Quite an inter-club (Gripsters) struggle between W. Harper on a BSA and J. Foxe on a Triumph was played out right down to the Open Expert Main. Harper went to the wire more often in the preliminaries but Foxe made it to second place in the Main. Harper tells us that Foxe was riding before he was but Foxe's riding was interrupted by the service. So watch it, Foxe looks like he's catching up on his practice, Harper.

200-250 Expert

The early speedsters in these races were J. Kopp on a Greeves that's so loud you can hear it in downtown Elsinore, Tom Rockwood, first-year Amateur Pro, and C. Coye on a Husky. The Main was taken by Kopp, with T. Rockwood trying very hard to stay ahead after starting first, with J. Lindelberg on a Bultaco holding down third.

Sweeps

This was one of those rare races when a small bike rider, F. Edwards on a Hodaka, who was given the 50 yard head start, almost held the big bikes back all the way. C. Cargo on a BSA had to ride hard to catch the small bike. We know how hard Edwards was trying because he wasn't riding as smoothly as he usually does. There was a bobble or two in there on the fourth lap, and C. Cargo nipped by for the win.

CYCLELAND OPENS

by Carolyn Richards

The weather was perfect – cool but not cold – Saturday, May 6, when the Valley MC of Chico, Calif., held its first weekly flattrack race at Cycle Land Speedway.

Usually Valley MC race officials are the best in the Northern part of the State, but somehow they became pretty disorganized during their winter lay-off.

Races, even practice sessions, were late getting started, but once underway moved along at a fairly good pace.

With only a few slick spots from the recent rains, the track was fast and smooth.

Seventy-six riders, some from hundreds of miles away, turned up for the event.

All 76 rode in three classes. With four heats and two semis for both the 100cc and 250cc classes, eight in each class made the Main Event. The 200cc class had two heats and one semi to produce its eight Main Eventers.

Most exciting of the evening's races was the 100cc main. Here Novice rider Steven Goff of Oroville and his Kawasaki were only slightly nudged out of first place by Expert Bridgestone rider Nick Favo of Pacifica.

Goff, who is only 16, had a good strong lead on third placer James Childress of Rancho Cordova, an Amateur. Earl Grant of Sacramento took the fourth place brass on his Moto Beta.

Dick Turner of Redding took first place on his 160cc Honda in the 200cc class. Turner was closely followed by Gary Willis of Sacramento on an Ossa and Bultaco-mounted Al Kovey of Rio Linda.

Dudley Jackline of Fair Oaks, Expert rider 1K, rode his Bultaco to a win in the 250cc main. Bill Salzman, San Mateo, riding another Bultaco was close on Jackline's heels, while George Carter took the third place trophy home.

COOL WEATHER HOT RACING

by Earl Roloff

With cool temperatures to take the heat off, the Experts M.C. of Spring Valley staged another accident-free and well co-ordinated event at Mesa Speedway, May 21st.

Upsets

The 100cc Final produced the first upset of the day, with Jim Harmon (Yam) coming through with a very hard earned win. Little Don Emde, on his red hot Bultaco, had his winning streak halted at four in a row and went home empty-handed for the first time in over a month. Harmon grabbed the lead from Terry Agbunag at the end of the second lap and went a-wailing.

Sizzlers

The Expert 100cc event had a few new faces to add to the lineup and the poor guys found their new class to be just a little bit harder to handle than their old red plates. Nick Chiara made the best showing with a fourth. McGuier sewed up this class very quickly with a perfect moto-cross score of 1200, but not before a couple of real sizzling battles with Messrs. Dunn and Phillipson.

Mulkey's "Bull" pulled him through with the 200cc honors and poor old Dale Sachs had to sit in the pits for the last moto and watch him take the trophy right out of his hands.

Private Duels

With the watch on Earl Barker in the 250cc class, we found he was turning with a better time than the 250 Experts. Wait till Silverthorn tries this kid on for size. All of 16 years old, he made a shambles of the class and ran the sweeper full bore and completely sideways. Roszell and Collie rounded out the first three with a private duel of their own.

Dodson Asunder

George Nobbs in the 500cc Novice class was one of three riders all day who posted a perfect 1200 motocross score and also carried off the class win. In the 500cc Expert it was Monte Darling from Corona, who showed the local lads some fresh talent. He and local boy Randall Dodson put on a real nip-and-tuck duel in two of the motos. In the last moto a similar duel was in the making, but alas the pace was too much for Dodson and he came asunder on one of the turns.

Nail Biters

The Open class motos were real nail-biters with three different winners in each event. Matthews took the first on his Norton, Dick Mills the second, and Randall the third. Matthews was trying hard to catch Randall in the last moto and found out a strange thing: Even a Norton won't run without gas. With Matthews out, Mills went into second and pulled off the win by a measly 32 points.

Next week (May 28) the Experts go again at the same track. We certainly would like to see a few more of the L.A. riders drop down, as we enjoy their company and their competition.

(Results on page 20)

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March 19, 1967
Los Angels Hare Scrambles
April 18, 1967
Simi Valley Hare Scrambles
April 23, 1967
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April 30, 1967
San Gabriel Hare Scrambles
May 21, 1967
Simi Valley State Championship
European Scrambles

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Look at all of those trophies! Attendants of Norwalk Rockets' run proudly show hardware earned during a pleasant day of fun and games.

Cyclists play at sack race.

BULTACO

MOTHER'S DAY POKER RUN

Story & Photos by Robert O. Fee

The Norwalk Rockets MC provided 239 road riding motorcyclists with a pleasant day of fun and games after a short 60-mile ride, Sunday, April 14th.

The riders started their run at the Whittier Harley-Davidson agency between 8 and 10 a.m. The route kept them in the general eastern area of the Los Angeles Basin and they started arriving at Little Lake Park in Norwalk about 11 a.m.

Members of the Rockets were ready for the cyclists with games of skill and chance. The ring toss contest started almost immediately and was followed by a ping pong ball throw and sack races. The games were conducted throughout the afternoon until all of the riders were checked in and the club had calculated the poker hands.

Chow call was sounded at noon and the riders fell in for beans and ham, cole slaw, and cake with coffee or iced orange drink. Many of the cyclists returned for second and third helpings.

The early arrivals lounged in the park shade until everyone was in and the trophies were awarded. Dale Stoddard did the calling and had the awards made and the riders on their way home by 3 p.m.

Juanita & Joann Stoddard and Laura Trott serve the chow.

"Big Daddy" Miller heads the chow line for his portion of beans.

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Patsy Schwandt and Jean Dodson display colors of Golden Banner M.C. of Sacramento prior to start of run.

GOLDEN BANNER RUN

by Dale McKinnon

Chuck Brewer won the Mother's Day Poker Run, sponsored by the Golden Banner Road Riding Club of Sacramento. The run started at the Club House on Marysville Blvd. and the riders started drifting in one by one around 9 o'clock. A hundred and five signed in, most of them were Harley-mounted, with a few Triumphs, Hondas, Suzukis, Yamahas, BSAs and a BMW.

The first bunch took off around eleven and headed over to Elkhorn Blvd., down to the Levee Rd. and to Smoky Joe's, the first check-point. The course went on around the Levee road intersection (check 3) down Pacific to Reigo's Inn (check 4) and then finally back to the Club House.

Euton Sharp of the Flying Wheels won the Miles-Guess trophy with a guess of 58.7. Actual mileage was 58.9.

Twelve Clubs took part, with a few independants. The Reno Ramblers won the Man Miles trophy.

Not much went wrong on the run but a few clubs were late due to flat tires. Another one had a broken oil line and a few other annoying things happened that slowed some of the riders.

The Golden Banners started seven years ago with the idea in mind to promote the sport of road riding. They started with two acres and a run down cabinet shop and built it into a very nice club house.

They have a Precision Drill Team and have won trophies as far south as San Diego, as well as in the Bay Area and Sacramento. In '66 they won the AMA Safety Award. They also have the distinction of having one of the few clubs having woman club members with voting rights.

Riders came from as far away as Nevada to attend the event, including the Reno Ramblers pictured here who won the man-miles award.

Happy faces of trophy winners attest to a day well spent. Shown from l. to r. are Dorothy Johnson, Euton Sharp, gal holding first place trophy (center), Reno Ramblers representative, Patsy with East Bay Wheels trophy and Willie Lee Hodge.

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SIDEHACK NEWS

by Doug Bingham

The exciting sport of sidecar racing is catching on so rapidly in Southern California, that I feel prompted to keep the readers of Cycle News informed of various sidecar activities, involving new outfits, sidecar teams, and also up and coming race dates.

At Lancaster fair grounds, Memorial Day, the Rams M.C. will be holding TT races, with the wild and wooly sidecars performing again, as they did a few years ago to the delight of the crowds. If we remember correctly, Jerry Person and Gary Weber were presented with a bill for a beautiful hole they installed into the crash wall! Also, our dearly beloved president Mike Parti and Jerry Sales did a nice number too! So for thrills and spills and whatever, Lancaster Fair Grounds should be very interesting for those who haven't seen sidecar racing.

Hare Scrambles

The Sidecar Association will be having their Hare Scrambles which is also the Pacific Southwest Championship, June 18. Everyone is invited to attend the Love-in, held Saturday night before the races.

Bob Bakker just recently returned from Europe with exciting tales of Moto Cross and international sidecar racing at its best. Bob has the opportunity to drive a 500cc factory B.M.W. overhead cam GO FAST, which impressed him quite a bit. He was clocked at 135 mph.

Cycle World Show

The Cycle World show is coming up, and the Sidehack Association will again have on display a number of interesting outfits. Would you believe, Dutch Fielder's 500cc single Vincent road-racer sidecar and a real nice looking disc-braked Aerial Square 4, belonging to Clell Richards? Also my own Harley Davidson sportster winner of the Jack Pine, Greenhorn Enduros. This thing is so **huge**, it looks like some sort of farm implement. Mike Parti's groovy Triumph street hack and his real swift T.T. rig will also be there. These outfits are real clean!

Anyone interested in getting involved in this wild sport, are invited to come down to the Sidehack meeting on the first and third Monday night of the month, 8:30 p.m. at Vineland Gardens, 6159 Vineland, North Hollywood.

THE FINISH LINE

By Roxy Rockwood

The rapid pace of racing somewhat slowed down last weekend with only a half-mile at Ascot and a TT up Sacramento way.

The pace at Ascot continues to be torrid with Jim Odom being the latest rider to add his name to the fast growing list of winners at the most famous race track in the land.

That runaway ride he turned in last Friday night in the Amateur class is proof that a rider can ride just TT's and indoor short tracks in his Novice year and still come back to win on the half mile — if he has the talent and the equipment.

This column is going to jump over to a sportsman TT scrambles this week and give a plug to a most worthy cause and the group that is holding the event.

Let's Go To Lancaster

Come Memorial Day out at the Fairgrounds in Lancaster, the scene of some of the wildest and best TT racing by the Pro's a few years back, the well-known Rams MC will team up with the Lancaster Jay Cee's to present an all day scrambles race for all sizes of machines.

It is a District 37 point event and serves a dual purpose. Actually, it serves a threefold purpose.

First, a large amount of the proceeds will go to Father Garrett's Boy Ranch. Second, some of the proceeds go to the Desert Haven Retarded Children's fund.

Third, it is a fine idea for the Rams and the local Lancaster businessmen to contribute to two most worthy causes and another fine way to promote the sport of cycle racing.

Many times in the past various clubs have worked with groups to aid one worthy cause but this must be the first time groups have taken on the chore of assisting not one, but two, charities.

The race will be held on the Fairground's infield and the large turnout of fans will sit in new grandstands which have a roof for guaranteed shade from start to finish.

The lightweights sign up and race in the morning with the bikes over 250cc on the dotted line at 1:00 p.m. There will also be a class for sidehacks.

To insure the largest turnout possible, the Playboys MC will not be running their weekly Tuesday night short track race at Trojan Speedway in South Gate. Just their way of offering a contribution to a good cause.

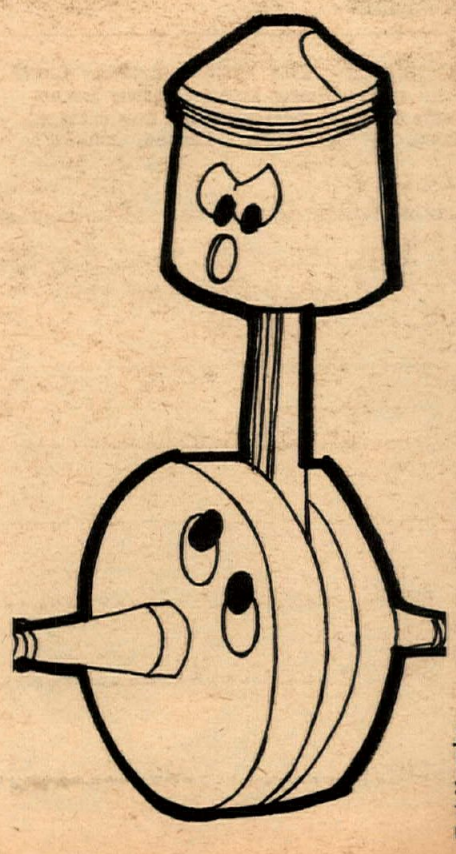
The road to Lancaster from the Los Angeles area is now mostly a new four-lane Freeway. So if you can find Lancaster, you can find the Fairgrounds. Racing starts at 9:30 a.m. and runs non-stop throughout the day.

Louisville Coming Up

To and all riders in the pro ranks who want to ride the Louisville, Ky. 15 mile national: The track owner called to say that it is a FIVE MILLION dollar race plant, and although it is a half-mile, it is as wide as a mile track all the way around.

Entries for the Louisville event close at midnight Memorial Day. The event will be TVeed for ABC WIDE WORLD OF SPORTS and will probably be shown in mid-or late June in the Los Angeles area. The race will run rain or shine due to a track surface that features special preparations and additives.

Sammy Tanner is the defending 15-mile champion, taking the win last year at Heidelburg, Pa.



Pat Murphy

"Quit looking up my skirt!"

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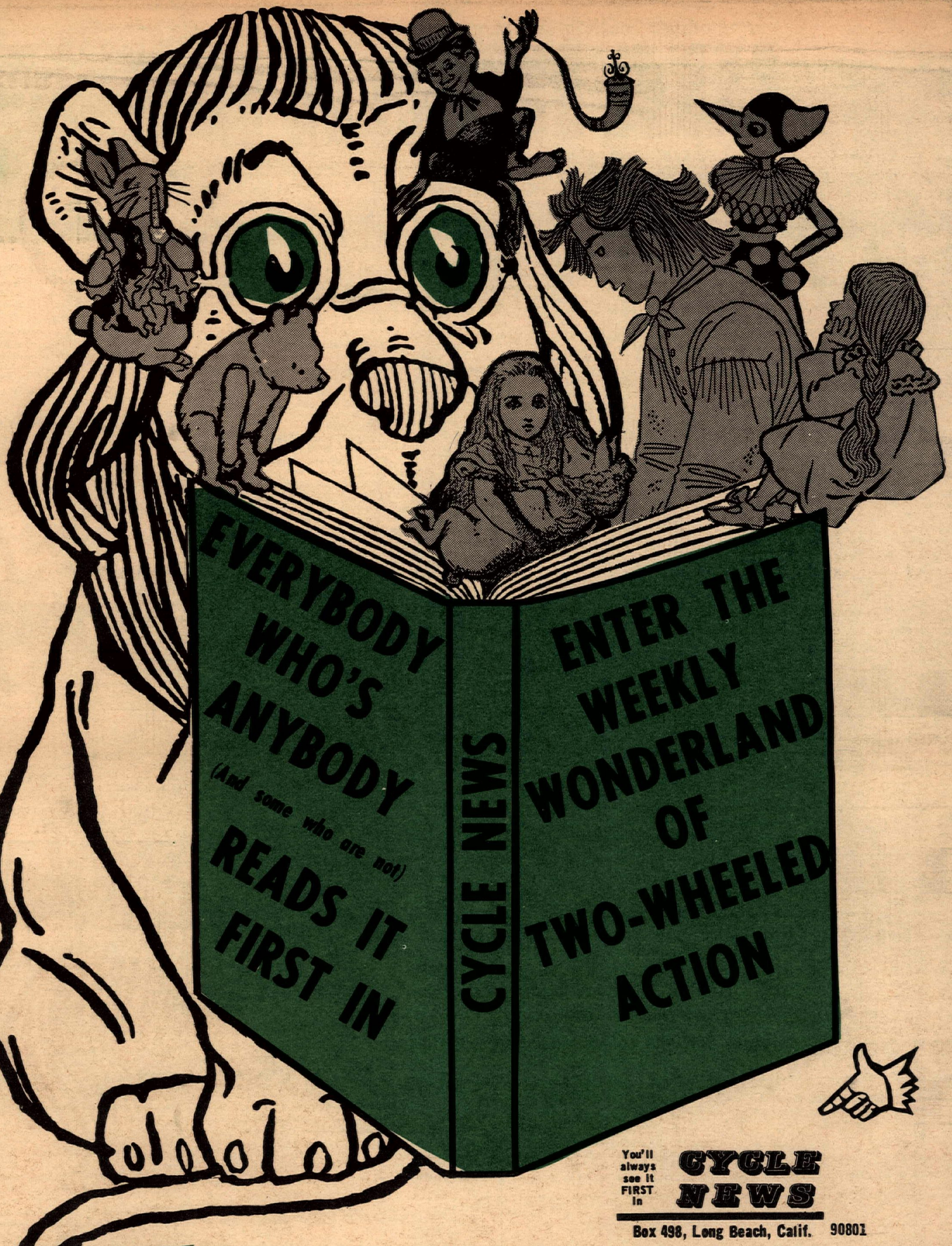

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